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The Thunder Bay Historical Society

Fifteenth Annual Report

PAPERS OF 1923-24

The Thunder Bay Historical Society

Fifteenth Annual Report

Papers of 1924

Thunder Bay Historical Society

OFFICERS 1923-24

Honorary Presidents	Honorable Sir George E. Foster Mr Pete McKellar, F R G S
Honorary Patron and Patroness	Mr and Mrs. N M W J Mackenzie
President	Mr John King
Vice President	Mrs Pete McKellar
Secretary Treasurer	Miss M J L. Black

COMMITTEE

Captain McCarroll	Mrs. G A. Graham	Mrs. J M. Sherk
M C W Jarvis	Major W J Hamilton	Mr F C. Perry
M Alex. McNaughton		

AUDITORS

Mrs. C W Jarvis	and Auditor	Mrs Pamphylon

ADAM E. MC. PRESIDENT OF THE HISTORICAL SOCIETY

Secretary-Treasurer's Report

M. F. L. BLACK, Secretary

To the President and Members
Ladies and Gentlemen:

I have the honour to present the following report as secretary of our Society for the year 1925-26

We have a good-sized membership of seventy and of whom attend the meetings most regularly

During the year there have been four meetings. On Nov 25 we met at the home of Mr and Mrs John King, when a paper by Mr J A McCutcheon was read on Feb 16 we met in the library and had papers by Mr J Mackay Hoag, April 15 we met at the home of Mr and Mrs. G. W. Jackson when we had a sketch of Mr A L Hamel and papers from the early days of the newspapers on July 15 we were the guests of Mr and Mrs. Peter McKellar when we had Mr. L. J Burpee

The society's activities have not been confined to the above meetings, for through the efforts of the president Mr King the park by which is the Indian Burying ground was put in good condition and the stone erected to mark the spot. To be sure the applications are also under way with the Canadian Niagara Power Company for the erection of a monument on the Fire Ranger Park to commemorate the burning of the Grand Trunk Pacific and also the memorial of the first train

It is with great sorrow that we have to record the loss of three of our members Mrs. Rowland Hees Major Hamilton and Mr Fred Pregent. It was always a delight to talk to Mrs. Rowe, and since, to her stories of early days in the west. Mr Pregent was always an interested and active member while a Major Hamilton we look upon who had been an ancient resident our organization.

We have received a number of reprints in exchange and also a set of valuable photographs of the early days, the latter being given by Captain McConnell

All of which is respectfully submitted

M F L BLACK
Secretary

Receipts

Oct. 1 1925	
Balance in Bank	$ 34.75
Government grant	100.00
Membership Fees—	
Miss C. Merrick	1.00
Mr and Mrs. John King	1.00
Mr and Mrs McKellar (2 fees)	2.00
Capt McConnell	1.00
Mrs. Shenk	1.00
Miss Evan-Gibb Beckstead	1.00
Miss Rogers	1.00
Miss Hood	1.00
F. C. Perry 2 years	2.00
Mrs. Miss and Mr. Cox	3.00
J. D McCombe	1.00
Mrs. Mrs. Mrs. Mrs.	
3 years	3.00
Mrs. P. A Hicks 3 years	3.00
J. A. O'Dwight (2 years)	2.00
Miss Pumpey 10 years	5.00
Oct 1 1926—Total Receipts	$185.75

Disbursements

Canadian Historical Fee	$ 5.00
Printing	37.20
Manila Book	3.75
Wreath	3.00
	$149.95
Oct. 1 1926—Bal. in Bank	$ 35.80
	$185.75

Fort William in Early Days

(a Reminiscence by Dr. Duncan Campbell Scott, O.C., LL.D., F.R.S.C., Poet)

The Stanford Prime Article's Leading
Aug. 5, 1926

THE T. WN PLOT

On Wednesday we spent a few hours at the Town Plot, and there noticed considerable change since our previous visit. Quite a clearing has been made and we found a number of lots near the Lot 61, south of Bay street, commencing Simcoe to near the ground for the Round House. We do better the contractor has the steep corroded and we do. Sandstone to go on with the work. The material is to be taken from our Thunder Bay quarries the circumference is to be 60 feet having the width to be 16 feet, with of course raised roof. The smoke stacks are to be made of sheet iron by Frugal and Kennedy of this place. The round house and whole work will be a substantial job particularly as the contractors in and in the quarries having the work in hand. [illegible] [illegible] [illegible]

years ago, to head its storage pipelines. The sentence regularity, and above all the immense reach of first class goods accounted even our Toronto friends. While forming his community, we see in the Sunbeam (the name of Queen Bess make which would hardly answer for Hunt) this assertion at present. The history of the early days of Port William have the historical sounds of stories that would be both exciting and instructive if properly placed before the public.

(Sentinel Sept. 2 1876)

TOWN PLOT ARE VICINITY

Tuesday afternoon we visited the Town Plot. A marsh had made several changes the governmental dock, and other places in the vicinity presented large tracts of solid land. The force was at the dock unloading. While there the Jura arrived and we watched the 25 tons upon the new dock. Shortly upon arrival a force of men were put to work, to cut up the load into lots to be conveyed to the stores as the steep grade with cedar from the hold. We understand Mr Mason, formerly with Ross Bros. and ex-M. P. P. of Grafton will have early possession.

We found men busy ordered up from the government station, and others at it, together with six platform cars. This was to be the new store in use is powerful, and when steam ready will be a great acquisition to the settlers of this end. Extending one word from its dock, along the edge of the ridge for a few hundred yards, he ground is preparing for the use in order to lay track for more shipping accommodation. Certainly there is a great need for more forming room.

The next object of interest we visited was the Royal House. This is becoming a few hundred yards back from the river and at the terminus of the P. L. L. & D. railway. We saw of a number of masons and laborers at work. The foundation is nearly completed and when built there will be no stable for so many team horses. A large land is being constructed and carried in the rear. The main supply of water to be conveyed from various springs is pointed went have been taken, one of the well as above the G. W. Young in charge of the job earlier. Mr. Senator Bennett is stated to be also superintending for Mr. Hugh Fraser. Quite a large quantity of stone to finish the ground, delivered by Mr. McDougall who has his quarry at the foot of Thunder Hill.

Since the government dock has been opened a house on Brown Street, and Mr. Pitts is clearing a site for his factory in the rear. Mr. A. Stevenson was busy building a sidewalk along said street. It is true that a man's lot would be worth any reasonable offer, but the appearance of the place left the cause assigned as sufficient to make the lots to be sold. Mr. Mowbray we found the G. Cameron lot, Mr. Bertrand and Lyons all enabled of a prosperous locality.

Upon our return we dropped into the Kaministiquia Hotel Mowbray to call and Kinkaid proprietors. Here some settlers were waiting for a number of us horses to our stores during the time has increased from one to six horses and the business and quantity have won as the capitation. Among the there to Tuesday were M. and Mrs. Wills of Jersey City N.J. Mr. and Mrs. A. D. Thomas of Bridge, Co. Cork.

Passing to the new stores some opposite we found R. McLaren superintending the opening of one of a crate of goods. We must say the dry goods room under existing boxes and shows attractive contentionments. Back were, the looking glass and a small family room used in the rear above. Passed by several and found in M. Tait's west store of his

(Sentinel, Sept. 15 1877)

TOWN PLOT ARE VICINITY

Tuesday afternoon we matched the vehicles to Vigors, our team, and had a pleasant drive to the Town Plot, where a friend was having some of negotiations Mr. O'Connor or Mr. Orrill. Reeve allowed on several. He a house by being a new hotel on the corner of Red Island and Brown Roads. We found rose engaged completing the 200

feet stack of Messrs. Cairns Davidson and Co. The depth of water about fourteen feet.

Returning to Bridge Street corner, upon our left were to be seen the once lovable dwellings of Messrs. Petty and Cosby and around a fillip to the tying knot, in a new building recently erected for Mr Ingalls. Next is the Orient Hotel, owned by Mr. Ingalls and occupied at present by Mr. Andrew O'Donnell who keeps a comfortable hotel in the rear is a quantity of timber for Ingalls new wharf. Directly in the hedge were the many build ings of Messrs. Marks Bros., which is being finished upon the ground floor for a general store, and stands exactly for a public hall. In rear of Mr Alan Brunsman's building he has constructed a dock. Among the last names the comfortable residence of Messrs Samuel Wrigley, etc.

Among the railway tracks are large piles of good rails, ready to be removed when wanted. A little to the northward stand the three horses and workshed of C. P. E. and driven by Mr. Cox means to progress in workmanlike fashion to the construction of the locomotive. Further to the north are constructed and dwelling houses, and Mrs. Granter's canvas-tent but lately to be used for a grocery store and refreshment and the other as a Dwelling. After all we can need not go further down to the yard - the government reserve a little oddity appears to the mammoth building public erected last year for a hotel by Mr Messrs. Samuel Frost. Now last stood, gets almost true, most ready for some polish

Continuing homeward in the occurrence of the government, whereupon we started the "Pet confidence of Mr Gainsford, Esq., Chief Engineer of C. P. E." It is due to the truth to be said that Mr. M. occupies the time to the affairs of it in comparable position and it, we had popular with the employees and neighbors

Any thing at the seat of the government measure, as is found the Mayfield Brothers have finishing the new to a hundred feet dock, to the canned basal time of Messrs. Beatty and Whitehorn Company. The depth of water 18 feet, and frontage of property 600 feet (enclosed from McKellar Stephens) where it is calculated that elevators for the transfer of grain from wharf to hold will be built. At present the workers remaining on the C. P. E. men are come within a mile of the dock but the survey has been made among the river, and it is calculated to continue the railroad in the government company's property.

A short distance further brings to the Imperial and Australian Hotel, which has been recently enlarged, and these commodious guest chambers have added several hundred cents at wood. The Commercial Union, Messrs. L. & A. proprietors gained golden opinions last season, and from a personal interview all and each concerned, invitations began to bound to hold defiance to any rival in the interest. The next name the store of Mr McLaren and Innes runs to, as per a pencil interview lawful explicit confidence in the great future of the country and the many satisfactory circumstances the commercial halls of the Tamworth Pay Reserve to "stand by" and the answer showed. What we need say more - we remind

Friends in market of the two stores on the opposite side of the street. That somebody seems to know

Yet glides the dispensers away

Barring a rare outcrop of the day all persons walk in a very dangerous middle).

We did not return to Messrs. Oliver and Mitchell's Mill, as we remark that he hum of industry is to be heard directly on the north, four and one factory overlooking the Parade Of we have not a doubt, but a personal find been done in its past a note in the ear of another a magnificent quality of cane has been secured to make the mill a keen the weather permits.

The sun had disappeared and the chicken hills, the shadow of night a not that approaching, and as the roads were a little heavy we had to content that to put a run a flying visit to Peel William Hawkins we understand that the worthy gentleman keeps his engine crew down and that every thing means harmony - although it is one of the Maitland Bay Company's position tends to keep them one counsellor.

(Daily Sentinel Feb 18 1896)

Judging from the troubles our neighbors of Port Western Town Plot are experiencing in another direction we are being taught a something a same order as. With a post office originally christened Port William the building of the North Shore line of the C P R and the huge elevator near the old fort cause the establishment of a post office near the latter place and upon how or either the people to be accommodated succeeded in overruling the issue. Port William respectfully remonstrates for those of the Fort as it was familiarly known in olden days for their office. Nothing was thought and after a while the petitioners recognized and accepted the compromise. But they did not satisfy some of the residents of the former Chicago of the Dominion, and now there was a hankering Port William West being adopted. Another petition was signed around and at the request of the C P R officials, who also own a mill on the west side of the harbor changes a transmission of names, making the new office stand Port William. This set christening may create confusion among the C P R employees, but as the one side it must be productive of great uncertainty as to how to address letters to correspondents as it will take time to become accustomed to the change. Again, it may mean the Port William will be the name of the Fort, interim and West Port William is to become little more than a way station on the 600-page in making off the improvements at Port William.

The Sentinel in these particulars in giving to the world the name of a new master and the various names to the office Port William shall hereafter adopt, Port William, West Port William as that contention has been constituted.

(Weekly Sentinel Jan 15 1896)

LOCAL CHURCH HISTORY

LATER—The Rev. gave interesting reminiscences of the church in this town-ship was the purchase of land in the 4th line on which was subsequently erected St James Church. This was in 1858. In July of the same year a block of 15 acres was purchased from John Burnside at a price of 1 pound, 10 shillings and 3 pounds. The purchase money amounted to 150.00 of which 140.00 were received from Mr and Mrs C T Dunlop of Port Arthur. The Rev M C Kirby acted as Rev Mr [illegible] Thunderbay [illegible] Kirby and he will also remember some of the things that a reunion as was a pleasure.

WEST PORT WILLIAM—In August, 1886 an acre of land was purchased for the site for a church 66 f. on the north side of Victor Street. And consists of lots 35 and 36. Gave by of the latter was a free gift from Mr Davidson, and 0 have were purchased from M Harvey. Work is under the charge of Rev A J Hodge

Memories of Fort William

By Mrs. C. Arthur

The road from Prince Arthur's Landing, New Fort Arthur was built by two giants of men, the engineer Hon. James Conmee, M.P. and the author Thomas Marquis, whose name before he left the vestiges Woodsmen of Two Arthur. The route was the same as now followed, from Simon Cumberland Street, Port Arthur along Bay to Algoma and along it and on under Duncan Thomas along with to new Arthur Inn, the Inn then river Current where soon the road to D' delaration on to turn second, to the present Intersection of Brown Street. (I have not the date of the foregoing but I think that it was 1878).

In 1881 the unprofitability of Canada who formed including the territory of Port William. The C.P.R. was ling of needed the water from along the Kam ling, bargained with the Nacking Councils to have out the forest and grade what is now Edmonton street from Arthur to Fort William. Many thousands of men and the contracts for three hundred miles of this road to the west from Port McTavish to Dog-lake as the beginning the Lake Shore Company had a shingle mill a few miles of Rainford With the burning of Fort William in 1882 everything was lost and it was to be remembered I have nothing to lose now as I am going to make some money. We did not recall in a ways in this remark was a good one and would will be accepted by anyone.

We I remember to the names set on carriage to the new settlement of Twelve Cities the first meeting for was Shanlich and was composed of the township of Mcintyre, McConnee and Welcome Shanlich and Fort Island. The townships of Neebing, Pardee, Hagar Blake Crooks, and Paulins, also Mcaulay Archibald and a from and Mc Keller ward of Dog township with Schools I and I serve a for good measure. Party posts township some Shanlich meeting were Silver Islet were northeast of Port Arthur to right of ten miles west of the Pigeon River bridge on the Dennis highway. The names for the large municipality was, that there was a village spring up on the shore of Thunder Bay immediately by after the landing of General Wolseley and the Red River expedition in the fall of 1870. A few years later the Federal government decided to build a rail and water route to Selkirk on the Red River. Work was started 1 a.m. Nipigon where the Queen's Hotel at Westfort now stands and from Selkirk as a commencement was spent at Westfort. Thomas Marks was the foreman and in building a ferry boat to run between Fort Arthur and West Fort an engineer and steam with plough with rakes and blankets for sleeps to pass the railroad, consisting 1500 men a number to put a better example of a railway and other contractor Mattie than Woodsley builder. This did not fill the bill, as the main route was by other they got off at Winnipeg, and by the time until the New debate of the subject Keelers. Port Arthur was actually forgotten. One Hotel Thomas Marks got hated G. O. Mc Che a L. D. Smith by C. Dobie, and a few others and I before them I plan to run in federal as candidate a retired Parliamentary from Westfort a Prince Arthur's Landing Mr Marks was defeated in 1878 and from this election I failed. Shortly after I a partner Mr. Alexander Mc Donald worked at another's no remedy. We left for Sprucie the road and put the theories I the government Mackenzie and Mills Mr. Blake friends sent him back to Ottawa with the plan and it succeeded as the government thought the if these people can so entertain us so to speak a large sum of the sum money but could to be be paid. The next had began at Brown street following the present road as the C. P. R. ran Port Arthur within a few feet of Arthur street. No also, where are the months of the Dawson Road Mr. Simpson a put organization. The grants

and government were talking the panic of Wolseley-like fifth term for, for 20 years per term so it was necessary to take in an expansion area to add loads to the population areas and get that on the main arteries of road. Before the territory included in the original municipality of Fort William. They tried to take in Gilmour township and two ones on that map there were some wise acres in it over such as road, and his acres and a forty five others was declared to be assets like that not and to avoid it. Gilmour applied for municipal organization to itself in 1874. In 1882 I was coming from Montreal. I was taking Port Arthur on the Canadian Pacific and Capt. John McNabb, Port Arthur had an way of sailor when in town would arrive, he would and going out perhaps seven miles, see the ship pulling in. The captain turned back and docked and received a considerable number of passengers. I remember some women and children whom I had known at Owen Sound and others, rented a few of us Port Arthur people on the trip. There were John Ellis another Jarvis, Osborne, William Clarke, Stewart, all at one time.

The debentures spoken of were $100,000 in the 6 visions of the original into legality of Shuniah in the creation of northwest parts of Lake Port Arthur was carved as it we survey and became as township known with Thomas Marks as the first mayor. Thunder Bay looking was in May 1884. At the time of the incorporation of Port Arthur Neebing Pardee ability to name incorporated combining the Townships of Neebing Shuniah Blood, Pardee Shuniah Crooks and Pardee and Shuniah and the remainder of Mattawa Mattawan by Pie and We use Islands in 1892 Port William became incorporated as a town with the late John McKellar as mayor.

The first C P R boat arrived about May 12, 1884. This was the Algoma, with Captain Moore in command. During this summer the Alberta and Two sections came on and were to Bobcaygeon. The Algoma took the place of the Alberta while away the first trip, with Capt. Peter McNabb in charge. The second trip, the steamer Spartan took the place of the Algoma, with Captain Alexander McLeod in command. Three boats, the Algoma Capt. Peter McNabb, Alberta, and wood Spartan had to go to John McLaren's dock for wood. The Spartan on her last trip down the river ran completely full. The first trouble McKellar was standing at the gate of the McKellar house saw the river and seeing the Spartan running in one and he hurried down, when he and behind the Spartan was hard on down where the river end of the Cold Storage Plant at Cotton Ironside & Fiske stands. Jack McKellar arrived Thunder Bay on the Algoma. Arthur collins came on Fort William arrived and made to Cape Mc Leod. You did it pretty hard. It was alleged that he captain had taken information by some Port Arthur people to run the boat aground to overthrow the C P R. and the government. But it was useless to make the river a reasonable harbor

As he that it the result of Spartan accident, was the C P R. to instead and was shortly about the Spartan which was pulled off by the C P R. using nearly a mile of rope and getting three become was hitched to gallies and to the anchor she in the Spartan while the Manager Conan and The Lady Jack were also pulling on her and not a move did they do until at long at the iron of the Spartan had been smothered to the stern of nearly a score well

Port Arthur History

(Continuing from the Historical Sketches of the Province, issued by the Ontario Government)

(Continued, Oct. 6, 1910)

HISTORICAL

One of those personal occurrences that causes the "Social Hour" to revive pleasant memories came off in Mr. McBeth's residence recently when a number of our newest residents were done together. The entertainment was arranged by Mrs. and Miss Bailey (Toast and sandwich) aided a brief period. The reminiscences of Mr. McBeth and Mr. Dawson were very entertaining. The former told an incident of the head of his table.

"Perhaps a few remarks from one who claims to be a pioneer may be of interest, while referring to the question of the more distant portions of our beloved Dominion, not distant no longer but the long hike into the rich and beautiful Province of Ontario with the Quinney valley of the Saskatchewan and eventually with the grand sweep of Alberta. Certainly, there is nowhere a wider in the history of Canada than the year fifteen. I must be quite and twenty years since the first passenger was made on a railway. He went up in the interest of the Atlantic & Lake Erie, more commonly known as Dorchester. The echo was well started as Britain had no more to lose from the north.

"The next district of a few years of similar growth breaking down the barriers of a monopoly on one hand by the Hudson Bay Company was to the succession that in 1857 and 1858 Justice was sent to England by the Government of this territory in accord with the Legal Advisers of the Imperial Government as to the best policy touching the question of a home. A the state of its own apart in the spring of 1858 to [illegible] the Government as well as the [illegible] and then a select few treats with the Great West has a dispute on considering of an equal footing geographic and formula waited on the Governor General to obtain the consent of the Government to the formation of a Province about to leap forward to open up the distant interior, and Lake Superior and establish a Mail Route through to the Red River Settlement, and the understanding that the Government would aid the project in the shape of a subsidy for the carrying of Her Majesty's mails.

The deputation was well received, and the Government undertook to promote the project in the way suggested and during the years encouragement with no success and professions of an astonishing character in company however, the Nelson company was organized and made its way through to the Rainy River and Lake of the Woods by prodigies of [illegible] and in a variety of ways, that [illegible] still exists.

An engineering party under experienced guidance was organized in Lake Superior, and after much and anxious consideration the Provisional Government PROVINCE ANTARIO LANDING was selected upon as the most central & landing starting point for the [illegible] of some [illegible] to [illegible] was made a trail for wheeling, and then a large waggon or [illegible] to [illegible] and [illegible] was erected, and a ferry was established to [illegible] Dog Lake was started, and it was down the [illegible] expended while the difficulties encountered were not many [illegible] and [illegible] with a regularity not surpassed even to-day. [illegible] and [illegible] plenty [illegible] in spring of 1857 [illegible] and [illegible] [illegible] for a flood of [illegible]. [illegible] [illegible] [illegible]

position. The company had spent largely with the Dominion government whose tender more than once had the President in the red, but the company would never loose a penny with it. They had to call their steamer its Keewatin a great asset. For in the summer the mail from Europe was only half-days, and not somuch a trace of waggon road and in time the ice carried away their gear, there was difference a cable west of seventeen was agreed on by a subsequent government when a large business was established to do the Keewatin and which would be in charge on the right of way to be paid for by the company that would transport all mail and passengers in the right of way to be paid for by the company that would transport all mail and passengers in the right of way to be paid for by the company that would transport all mail and passengers in

Some Early History of Thunder Bay and District

By A. J. McCORMICK

The history of Canada teems with stories of adventure and romance. Twenty wars and rebellions, in its short life, provide ample material for a chapter that ranks second to none in the story of the nations. New Canada came to be opened up to civilization when the Indians were wholly impaired fire the French and then the English acquired the blood tol which is lacking to it, which here from the brave explorers, new thrilling adventure, pioneers a fascinating story for those who wish to read a stirring tale of adventure and bravery.

We are inside at the head of Lake Superior, as yours to imagine that this locality played no part in this splendid drama and that any facial history dates back but a few years, however was there a more picturesque place. Even that history is not old compared with that of the nations of the Old World, but yet it is a story of more than 80 years in the land of Lake Superior was the gateway through which streamed the decisive of the missionary the adventurer and the trader each seeking in his own way and for his own purpose the great and mysterious Northwest.

What can be the cause that we in not find it here to write it might call the history of the French and English peoples. But one believe those men have been before Columbus set out on the voyage of discovery the Lake Superior region had been the travelling place of people, of whom we know little indeed, but whose claims to a certain amount of civilization cannot be denied. We only know the they existed because they have left records of their existence behind them—not written records, indeed—but records nevertheless which have lasted even to our own days. The Mound on Isle Royale, so far as we know, were the first behind tracks of these whom, and some as authors have declared that at least a thousand years have elapsed from they first visited Lake Superior. Were the Indians have no record of their existence. They left their mounds in the country south of the Great Lakes, and even along Valley River we made testimonials of a fact true.

These people knew the use of metals, and the art of tempering copper, and their workings have been found on Isle Royale that part of the United States which lies on Lake Superior can see from the shores of Thunder Bay. Many geographers believe that the civilization of Europe knew that there was such a people as the American Continent, they labored, extracting copper from the earth and fashioning it into axes weapons, and tools they left their tools when for some mysterious reason they disappeared from the face of the earth Whether they carried off by some epidemic, whether they were exterminated by other more warlike peoples history has no record. We only know that they existed and that is all. Of their origin, the time they existed and disappeared.

The history of which I wish to speak however is the more modern history of this country and it is of it comes about the Fort William was selected as a trading post when the fur trade was more to look upon Kaministiquia. What was said the Kaministiquia route but besides the fact we know as well? Those, and we do not know about it, we cannot tell as not why it became we are here not because the Indians have left us, but Mounds are indications as is the cases of other localities, that have the trade and the history of the past in their primary way in which they survived are to latest much in age, now that a store had at this point pleasure an advantageous spot where east and west could meet and do business. If we look at a map, and a site the is was and I also scattered throughout Canada and the United States, we are struck at once by the fact that it is at

most every instance when a fur dis
coverer and the trader so called a dis
pute had no trading post there a large
and prepossessing city has risen Que
bec, municipal (the old Mere Patrie)
Detroit, Sault Ste. Marie Duluth,
Port Arthur, Fort William, Winnipeg
Edmonton, Prince Rupert and Vancouver
which except the two last named are
all in a hungry enquiry direction that
the men who first established a post
on the Kaministiquia River when one
of these adventurous spirits who
sought to divert the fur trade of the
northwest to Hudson Bay route was
bold enough to set a stake at the com
mencement with the Hudson's Bay Com
pany that heavy and long-headed pro
prietors, whom in the 18th Cen
tury succeeded in monopolizing the
Indian Trade.

The seventeenth century was a pe
riod of intense activity has these dar
ing spirits who were bent upon ex
ploring and opening up new tracts of
trade and commerce. The French and
the English were equally ardent. On
May 2nd, 1670 the Honorable Hay Com
pany was brought into existence to
full working being. The famous and
Company of Gentlemen Adventurers of
England trading into Hudson's Bay
its charter was issued by Charles II
such it may be of interest to note some
of the members Charles being
desirous to promote all endeavors
tending to the public good of his peo
ple, and to encourage the undertak
ing granted to his cousin prince Ru
pert Count, Prince Rupert and his
associates and their successors, the
noble lords and commoners at it those
great straits, bays rivers lakes creeks
and sounds in whatsoever parts
they shall be, that is within the en
trance of the straits commonly called
Hudson's straits, together with all the
lands and fore upon the coasts
territories, and countries upon the
bays rivers straits and sounds aforesa
id that are not already actually
possessed by or granted to any of our
subjects, or possessed by the subjects
of any other Christian Prince or State

So that the land as from
henceforth reckoned and reputed as
one of our plantations or in colon in
American called Rupert's Land."

As far back as 1634-35 Hudson and
made a voyage to Hudson's Bay giving
England a title by virtue of discovery
Other voyages we a those of Button
in 1612-13, Fylot and Baffin in 1614
Fox in 1631 and James in 1631. In
1663 Gillam sailed Fort St. Charles
(Rupert) for Prince Rupert and his
associates. Fort Nelson was founded
in 1682 by the Hudson's Bay Company.
Of all the many fine Radisson upon
mounting the French Companies He
Nord established Fort Bourbon in the
year he in the region following Red
River settled for Nelson, built 1684,
having re-received the service of to
Hudson's Bay Company on return
for the English.

It was about this time that De Lhut,
the Superior of Fort William appointed
upon the scene. The Sieurs Daniel
Greysolon Du Lhut we here at St
Baroche's in Lays a Prince about
1666. He was born in the Fre de
Arms becoming a Lieutenant in 1667
and a Chevalier of the King Charles
in 1668. He also took part in the
Hungarian campaign and was pre
on at the battle at Senef in 1674
During this period he married Linda
whether he had been preceded by ear
ried marriage of his being recognized
there he vouches. On Tuesday in April
he arrived in Montreal, he a ni s
with the Ste Wes and accompanied by
his brother La Tourette a ni six not
about. In 1678 he sailed homeward
the lower country in the name of the
King of France, and upon security s
his own trust in an old boat he made
a good speed at Fort William that a
about 345 gunn ago. The Fort he
named Camaldingues.

Situated three an decks by the in
dians, we can imagine the great eager
ness and after his perilous voyage
across the straits of Lake Superior
quite a swelling during the month of the
straits. The scene which met his eyes
was one to interest from the wi ni
we gaze upon today. The shores were
wooded down to the very margin of
the water. No giant elms are, no
massive vessels to busy town great
ar s upon. The ci cloud of the ar
bosses forest, hunted over all Minnie
McKay looked down on this as it now
looks down on us a mighty solitude
that seemed a guard the secrets of
the West. A beautiful river spread
up before him, its gentle water lap
ping against the s of his canoe. Whence
it came as as now not perhaps from

that wonderful Western Sea of which he had heard. Failing his canoe by an ebbing he made ready to cross the mine cleared an open space. It a fire, and prepared their evening meal. The Indian guides were eagerly questioned as to what lay beyond and told with dreadful stories of rivers, lakes and deep Indian tribes and fifth hunting grounds. At last they with the white of the day they took to sleep from the day's journey, but they had the day written was more interesting chapter in the history of Canada. The next day they commenced the construction of a new fort at once. No doubt they explored the surrounding coun try and we can imagine them landing in the mouth of the Kaministiquia River and there seeking out the sandy ridges of Thunder Bay noting the ideal by some formation of what the future held in store for this place, the land facing that looking the lake. Whether when writing of his new great Amerindian Northwest, he said

Under the Lake, I consider
Of mighty cities he
The fire and wash of waves, where ocean
Shall all is human sea

The rudiments of empire here
Are laying in and sea waves
The chaos of a mighty war d.
Is trembling into form.

Each day he and footing traversed over in fig plan when the first
Th re were material of a plain.
The mere s and fo mded

He Lind was not an ordinary man being a member of the Royal Navy Society he was at once left in Hudson Bay as can be judged by a social position as a noble gentleman carts a marriage. For he was of the breed which not satisfied with h s as of life. The are of a wild way breeds like and he contained the idea of opening up the trade of the Northwest and forming the fur trade from Montreal Bay and from the Hudson Bay Company. The Hudson's Bay Company had been vigorously operating in the north and was attracting trade from the northern and western Indians. To a trader such as Lind immensely valuable, and opposed to attempts of Governments as well as companies and individuals. The mainframe of the trading adventure as called for was, who could first control these native with peaceful pursuits of trade.

So Lind and a brother Charles the Sieurs de la Tourette and the brother of Sir Ludger Duvernay built a fort in 1678 at the entrance to Lake Nipigon then called Lake Alimaginon. She years later he built Fort La Tercette which is at the mouth of the river to the north end of Lake Nipigon, and the following year of 1679 he built a new trading post Fort des Francois near the forks of the Kaministiquia and Albon Rivers. These forts served to the Indian centuries, and drew much trade from the Hudson Bay Company

In Lind's main trading post h ever was at Fort William at the mouth of the Kaministiquia River and from this base he explored the vast Northwestern. He was the first Coureur du Bois to visit Lake Winnipeg and in his journeys he met Father Rasseyes whom they with the Lamont Novelles. Also many Indians he separated was Lac du Bois superior as was wandering alone in the wilds when met by Antoine Ca decasse, I his interpreter. In 1680 Lind goes to Montreal over the Nipigon, Mat. Jamuscred and Ottawa Rivers. His boat there used to Pointe aux Lievres where in 1681 the expedition set out was organized against the Iroquois in 1684 and 1687. In 1686 he was the leader then of the post of Detroit, which after having been made a capital after Antoine de la Mothe Cadillac was in now named of Port Frontenac, now Kingston. Since in 1687 he was succeeded by Denis a cousin. He died there about 1690 and is buried in Montreal, and was married in the Church of the Recollets.

De Lind was one of the most dominant pioneer mappers courers de bois de Canada during the French regime. For many years he succeeded in keeping the country to the west of the Great Lakes when France handed Northwestern to he his energy ambition of becoming was by no fixed you. His ancestors finished to his nothing was a very bright ones. De Lind were descendants of the Lamont (1670 1679 and unfortunately they

have been had! However there is a point of interest that he designed for a child of three - he revised for the purpose of boxing up the little canoe some of mangers and the backbone connecting the between Caterina and the western and southern parts of the continent (1656-58). This plan was afterwards published. In the library of Congress, a Washington map shows its fascal extracts from his account of Detroit.

Although he City of Detroit as the extreme southwest end of Lake Superior has been named with this harbor points has later would seem to have been built. Secretary of which Fort William is named, but the time has this in part built in the City if Fort Will be ever established the land - as it no doubt will some day - of placing waterroads at those as her name and development we are working to find completion let not Dr Libert be forgotten. To him we owe the idea of having with far-sighted vision planned as a trading centre the spot where now the completion of the canal rests that of the west, and the old name as that city will have an easier be which as either his courage or honor of the was who named the two and within its limits and also deed lovely he could be be founder.

Dr Libert in the past, however did not long be in the lake Jacques to Nipigon portage to a Kaministiquia River on a search for the western sea. He paddled up the Kaministiquia and its succeeding waterways to Dog Lake and in his diary which he left his description how after going the longest he the river he came to the Canadian Pacific railway's new name at Kakabeka Falls. We do not know which landmarks were to guard the beautiful waterfall the five white men or that we know is very likely that they on down he appreciated there beauty as it has been appreciated year after year by visitors as well as by the residents of this city ever since. He continued up Dog River through Dog Lake, over onto an through Lac des Mille Lacs down the Seine River and finally came to Rainy Lake, and there he built a temporary fort and wintered. Then 158 years ago the first Thunder Bay was a period of the fur trade commerce with the Northwest. It is hard a real to say that this took place in the years that James II was driven from his throne by the English chief-native pleading way to his daughter Mary and her husband William, who henceforth reigned as William and Mary and then the great King Louis XIV was then King of France.

The Mayor's discoveries of the French Government to become interested who in 1717 sent Verendrye on in search of to explore the trading post at the mouth of the Kaviwin Nipigon. Over the Kaministiquia was the chosen as the route of by Andy Mackay, and down by David Thomson. no doubt from the fact that the two would be in search of the Northwest Passage. Other parts of the City names Lake Superior, for Mr Libert was then known by Lake on the Lake Dr Charles Lake. The fact built by the Indians on the western end of the Lake of the Thunder Waters, Kaministiquia River. The only known account of Mr Libert's journey through Lake Nipigon is contained in a memoir by Father Claude Godon, dated 15th November 1761, and from this we learn that the starting point was the building of the boat the explorer with a party of Indians drove for Michipicoten on the Lake of the Woods. Nipigon is described by Father Godon as to the locality of two streams. About two leagues after entering the river he reaches in a fork, where a small portage is required, and there was also the other great Indian waterway portage which route to be made, one then we Lake des Mille Lacs, Seine and Rainy rivers. Archibald and The first mentioned to think which Thunder Bay either between Fort Frances and International Falls, a hot was Sir Alexander Mackie and the Long Sault. As this and of the Lake of the Woods, according to Indian report, there was a river emptying into the Western Sea. The idea he spent on Western Sea, had been the goal of French explorers by way Canada almost from the days of the colony. As the title of discovery of the westward, the Lake the Western Sea, preceded before it. Orchestra the ground halts of water which the Indians described to Dr Libert, and which Thunder Bay, Lake Superior Sea was what we know thing

ea Lake Winnipeg. At a later date the Western Sea was sought for far to the west and southwest across the great plains and over the Rocky Mountains, and it remained for Alexander Mackenzie in family pride a whet a vast continent lay between the St Lawrence and the Pacific Western seas.

No further attempts at western discovery appear to have been made until the year 1731, when Pierre Gaultier de la Verendrye began the long series of explorations in which he was to describe the travellings of his life. He set out from Montreal on June 8th in that year with his three sons Jean Baptiste Pierre and François his nephew La Jemeraye and a party of soldiers and voyageurs, about 50 in all. They reached the western end of Lake Superior towards the end of August. Reaching De Noyon and La Jemeraye had decided to follow a new route to the west by way of Pigeon River, which was later known as the Grand Portage route. Because of troubles with the Sioux he kept his regiment there with a small army while he with the remainder travelled at his own expense. La Jemeraye got through to Rainy Lake and built a post which he named Fort St Pierre, in honour of the leader of his expedition on Rainy River on the place where later the lake of the same name. The Post stood on what is known as Fort Frederic. On June 9th 1732, La Verendrye with his men set on for Fort St Pierre, taking over a month to traverse it in canoes. Both of these streams and lakes with his numerous portages connecting Lake Superior the Rainy Lake. Alfa is a short one. La Par the entire party encamped for 38 days on account of bad weather. From the Lake of the Woods, crossed the lake to what was for many years the boundary of the North West Angle line, and to Fort St. Charles on its southern shore. This was the spring, called without a fort. The first destination of which was over by it on the shores of the Lake of the Woods. We need not enter into any further details of La Verendrye's travels although they form a fascinating story. Suffice it to say that on June 8th, 1731 La Verendrye's eldest son and Fr Francheville set out from Fort Michilimackinac to get provisions for the famished members of the expedition that on account of the Sioux. Before they reached Michilimackinac they were overtaken by a band of Ottawa, who had been led to believe that the French favored the Iroquois enemies the Sioux. The Ottawas broke the bodies of the French that even stone before the entrance of Michilimackinac. From there on the exploits of F. Jemeraye College of Quebec, and the capital Governor the west, his of Fort St Charles, and other posts, were for the most part together with the names of young La Verendrye and his son-nephew, Father Aulneau. The westerns were removed to the Rainy Lake and a portage made. His work of the expedition was published which is very interesting.

The route to the west by way of Grand Portage has been mentioned. From some cause or other, very often between Lake Superior and Rainy Lake, the route was that through Rainy Lake Rainy River and the Lake of the Woods and Winnipeg, over such a long distance as during the period of exploration was far trade. The route first discovered was that by way of the Kaministiquia. It was about 1731, the result was abandoned in favor of that by way of Grand Portage which in turn was rediscovered by Alexander Mackenzie of the North West Company in 1784. The first man on the Grand Portage route to settle was Jean Baptiste Perrault who, after his return to Montreal from Michilimackinac as Indian agent. The best route to get to the proposed Canadian Pacific would be by a branch line running from Port Arthur to Grand Portage which is about seven leagues from Port Kaministiquia. The small river on Grand Portage is the first which is met how known as the Pigeon River, the name of which is unfortunately famous. Grand Portage Route La Jemeraye, nephew of La Verendrye, was the first white man to paddle from Lake Superior to Rainy Lake by way of Grand Portage. La Verendrye does not say so in his journals why he adopted this route but possibly he had learned from the Indians that it possessed some advantages over the Kaministiquia. It may easily be that the most vivid description of the early days was that he was an

gated in exploiting the great western country. Its main route was followed by other French explorers and traders. Learn to the Soo of the period of French rule - Canada and was stopped by the British in 1760 when its chief principal representative still dwelt. Supplies in connection with the international boundary there he of Lake of the North West Company to service the these routes were in the north.

The history of the reopening of the Kaministiquia route, originally discovered by the Norsemen, is somewhat intricate. To recount in detail of the eighteenth century is boring business that Grand Portage, at the head of the river at establishment of the North West Company was and American land [illegible] a determined effort was made to discover another route further north. Edward Umfreville went to explore the country west of Lake Nipigon in 1784 and accordingly found a practicable route which will be referred to presently. In 1788 Peter Roberts Mackenzie, who, years up to found Portage from he was accidentally started from a party of Indians on a small canoe-loading journey from Lake La Croix to the mouth of the Kaministiquia. He followed in to Lake Superior and as a result the North West Company moved its establishment from Grand Portage to the mouth of Kaministiquia where Fort William first old Fort Charlotte) was built - sometime between 1795-6. Up to the time of Mackenzie's discovery of the Kaministiquia route it seems to have been unknown to the North West Company.

The old route from Lake Superior to Rainy Lake, as the Rainy River was by way of the St. Louis river. It is known definitely when the route was first discovered or used but the fur traders have no doubt that the Indians had used it for many years before the North West Company and later as runners and surveyors and the earliest information of its route of Grand Portage is the journal by way of the St. Louis river. Turned up there and Lake Namakan, were a through fare of the Indians of from 1737.

These three routes, by way of the Kaministiquia, Grand Portage and the St. Louis River led to Rainy Lake and the Lake of the Woods. The fourth route was further to the north and did not reach Rainy Lake or the Lake of the Woods. It ran from Lake Superior to the Nipigon Bay to the mouth of the Black Sturgeon River and thence by the Black Sturgeon River and lakes to Kagit Sakaiegan and down that stream to the White pine River. It was discovered by Umfreville in 1784 and although it remained in use for some years it is used by the fur traders.

Here let me pause for a moment to call attention to the wonderful days and ingenuity of the men who invented these routes of which the birch bark canoes, and even long and hard portages. They having been made by the patiently of Indians their names for months and years to make these discoveries. We who travel today in a powered boat, somewhat heavily, upon as rare and comfortable as a sidebed we can imagine, or even in a single voyage traveling the hard ships which traveled in a fleet often and it may be of interest to give some description of the canoes used in these trips and how the navigated the hitherto great courses Pete Grave of the North West Company in a report of the Shoal of Indians and the Indians made a large number of birch bark canoes during the fall over by country for the next

The North West Company's canoes carried about 3,000 to carry about 1,800 by their bulk and the ratios of water and go, generally as the ratio of 4 miles per hour in calm water. Canoes had a portage the burdens being usually limited to the number that can read the canoe from heading the bottom which be the others to the shore, sitting in the exchange of the canoes and are put in their bulk and to carry over the portage. The bowsmen and steersmen carry paddle canoes, a duty from which the middlemen are exempt. The steers in accordance with astonishing expedition a seasonary competence of the experienced which always attains better long and perilous voyages.

"In the evening to see them when the weather is calm and no sun goal sitting on the canoes, singing. To observe their simple melodious airs to

and keeping apart time with their paddles, which effectually beguiles their labors. When they arrive at a rapid the guide or foreman's duty daily is to explore the waters previous to their running down with their canoes and according to the height of water, they either lighten the canoe and carry overboard or run down the canoe load.

"It would be astonishing to an European observer to witness the dexterity with which they manage their canoes in these dangerous rapids, carrying their down the lightest and the darkest of the water. The foreman supported by the steersman makes determinately across the stream and direct which might breach the canoe and land it in safety, in the calmest manner possible at all or bound. It often happens that when the canoe is very high the speed of plunging in foaming waves on the very brink of the most tremendous precipices, we please hold assuredly are rather run like mad. On the same ad expedition there was a few hours of the Hudson Bay Company's men."

Mr. Mair also did considerable canoeing on many rapids. One day up the canoe with a line on hands rolling about above and some hand wading through the water. As to that unlucky canoe, once near with crews on a the stream at an island, he writes: "Here in the proper element. The left of their baby always seemed punished a small baby. When the wind favorable, they always carry sail and on a small gale will generally go 5 or 6 miles an hour."

John Johnston in his Account of Lake Superior describes the method of making a portage. He says:

"Carrying the canoes goods and provisions across a carriage is known by means of another stamps or change, the middle as which is broad. And fitted in the forehead of the carrier. The first thing to place is that on to the is made above the rules, the second is fitted on the hand and breast as written thing on the first, and thus loaded the voyageurs as they are to, first set off to the place chosen as a depot which they call a pass and which a large proportion from 4 to 5 miles apart. This they repeat till the whole is transported then they set off for the canoe, which they carry on their shoulders. They go on the first night, only stopping once for their meal and race or two for the first three days. The pails are from 40 to 100 lbs. weight and put in and locked up on a team who commit carry two men two many who then take them and return their fellows. This is the mode of carrying all over the Northwest.

Reference has been made to the fact that the Portage Treaty was abandoned by the North West Fur Company when it was found that Grand Portage had become American territory. The story of how the Boundaries between Eastern Canada and the United States between here and the Lake of the Woods was determined may be of some interest. On November 10, 1783 Benjamin Franklin on the part of Great Britain and John Adams, Benjamin Franklin, John Jay and Henry Laurens, on behalf of the United States signed at Paris the definitive treaty of peace between the United States and Great Britain. It acknowledged the independence of the United States. Art. 2 of it says of

"That in order that the dominions which each may possess in future on the continent of North America may be clearly defined and the boundaries of the United States may be prevented, as far as possible, from being hereafter the cause of war, it is hereby agreed and declared that the following are and shall be the boundaries of the United States who now of New Hampshire Lake Ontario northward of the Lake Superior and Lake of the Woods, to the said Lake of the Woods, thence through the said Lake of the Woods in a course northwesterly point thereof and from thence on a due west course to River Mississippi."

On September 3rd 1783 David Hartley on the part of Great Britain and Adams, Franklin and Jay on the part of the United States signed at Paris the definitive treaty of peace. This treaty is commonly known as the Treaty of Paris

During the years and subsequent to the establishment of the line of the drawing of the treaty, some attempts were made by many persons, who, instead of preventing disputes, thus encouraged them, to change the line and put one of their own. The result was that the practice of the whole boundary was was at various times the subject of discussion with the United States and sometimes Canada and the years of it.

On December 24th 1814 the British and the United States signed at Ghent the treaty that closed the war of 1812. The treaty provided for a determination of the boundary from the water communication between Lake Huron and Lake Superior to the most northwestern point of the Lake of the Woods. In 1822 surveyors were instructed to ascertain the position of "Long Lake" as if no body of that name could be found in determining the claim of waters which should be preferred in order that name. In October, 1823 it reported that that region Pigeon River and Rainy River would be adopted as the boundary from its to Long Lake and hence found but the certain communication of the waters of the route by way of the St Louis River and the United States Commissioners ordered the exploration of the Kamaniskegan River.

The Commissioners were unable to reach an agreement as to the true line into Saturday in March 1824 the Commissioners declared that no line should be drawn from Lake Rigis southwesterly to the head of the lakes thence by way of the St. Louis and Vermilion Rivers to the Grand Portage since they were thereby by the treaty to the Lake of the Woods. Finally the United States Commissioner considered that the line should follow the Kamaniskegan to some route to a junction with the Grand Portage route, and hence to the Lake to the Lake of the Woods.

The treaty of 1783 defined the boundary as follows westward as possible northward of the lakes Nipigon and Philipscom to the Long Lake, thence through the middle of said Long Lake to the water communication between it and the Lake of the Woods etc. Thereby therefore contended:

(1) That the St. Louis River was

toward the description of Long Lake as it continued a lake expansion a narrowth

(2) That it was an artificial commercial route which the others were comparatively near

(3) That the St. Louis river was not navigable like the others

(4) That on many old maps it was described as The lake or St. Louis river

(5) That the boundary spoken of in the treaty was through Lake Superior and it was a fair deduction that although was through to the end, as subsequent it would not run through Lake Superior

Further the United States Commissioners claimed

(1) That Dog Lake was Long Lake

(2) That it could never have been intended that the boundary as do Pigeon River should form a great arc enough to take in an indefinite inland area as Lake Rovale but that it had intended to run the boundary and straight to the mouth of the Kamaniskegan river.

(3) The Americans claim preferred the line of the Kamaniskegan route which was and the case with the other routes.

The points mentioned resembled at in Jan 1826 where Lord Ashburton wrote to from a Webster Secretary of States for the United States, proposing that the line be taken now a point about six miles south of Pigeon R was where the Grand Portage commenced and continued along the old route to the Long Lake the route to cross a common to both parties. On 27th of the same month Webster left but that he was prepared to accept a line from where the Pigeon R ver s Grand Portage route to Rainy Lake is being suppressed but at its water communities and por ages should be free and open to the use of the subjects and citizens of both countries Ashburton accepted these terms and they were incorporated in a treaty and the matter was then finally settled

A part of the bounda ies yet to be settled remains portion of the interna tional boundary line agreed by

reason of sewers on the map and of the drawing up of the treaty. This map, known as Mitchi-Ta map showed a long stream emptying from Dalley Lake into Lake Superior and the explorers maintained these this stream as the most direct and convenient to form the boundary. But for this purpose Pigeon River the boundary then would need where sky river bears from on to the head of Lake Superior then up the St. Louis River to its source, and thence due west to the Mississippi River. As the treaty was silent by reason it provided no agreeable boundary here if Pigeon River was extended on the line could it be traced through the lakes of the Height of Land west to the Mississippi River. The Minister then on Ashburton's mission supposed he had in a source far to the north, where as a matter of fact the source is due south of the Lake of the Woods.

The wording of Pigeons letters in its boundary description also caused much confusion to Mitchell's map as there was only one stream of any size under its name and that again under the name of the Pigeon. Upon one of the lakes Rovers was situated and on its own name and Pigeon Island was situated on Lake Superior. There was a steamer definition of Mitchell's map in part which appeared in the Minutes and again in Pemberton's Island.

Respecting the Long Lake stream we noticed a map, there may be but a short of its identity with the present Pigeon Bay. The Pigeon stream marked on the map of Lake Lake was a really Pigeon River a comparative small stream which as we have more does not flow out of Saxey Lake.

It is interesting, though probably impossible to speculate as to what the consequences would have been had either the Rainy River or the Kaministiquia been chosen as the boundary. In the latter case, we would have had the United States right to our doors. Mr McKay and the Minister Territories would have been in the State of Minnesota and to build up our Canadian railways and North-West farming in the west would have been a much more complicated operation than it actually proved to be. On the other hand had the boundary line followed the St Louis River Canada would have been the possessor of the Dominion of the unusually wealthy iron ore deposits of the Mesabi range. In either case the history of the locality would have been entirely different. Mr Mitchell wished to put by pigeon as a map of a boundary but which he was not familiar had to Canada one of the richest in wood in America, and helped in build up the City of Duluth of United States over 70 000 souls.

Reference has been made to the North West Company and its charter to the company may be out of date. The North West Company's charter was confirmed mostly of English Parliament in the year 1803 by Parliament. Its North West Company was composed mostly of Englishmen, but quite a Scotchmen as is followed by the nicknames "Nor'westers" in connection with its affairs. They were active competitors of the Hudson's Bay Company who it one would be imagined that by reason of its prior of host conquered by the final conquest of Canada would secure the trade without rivalry. It is not to purpose in go into the history of its warfare. It is on a case to many as Fort William figured more than once in the bitter fight. Suffice it to say that the Hudson's Bay Company triumphed in the end and by the Union of 1821 the North West Company disappeared. Its title was vested in the Hudson's Bay Company and the Earl of Selkirk's grant to the extent of 116 000 square miles of territory in the Red River Valley. Its title was vested in the Hudson's Bay Company and yet it was not exempt from the effect of his efforts at colonization. The present Manitoba—so far as its agriculture, population, commerce and land its standing thereon the Metis struggle with the North West Company in 1869 to 1870. Defeated as to method there is no doubt that two companies were unsuccessful and the Assiboia's Bay grant was immediately moved from Fort du Morton to Fort William. Fond du Morton within the fact above the west line of Fort William was on either side of Mouths the boundary of a treaty negotiated by Lord Selkirk, which withdrew a limit apart. The change to Fort William took place in 1821 and that 100 years and more Canada again became the headquarters

of the great fur trade of the west.

It was about 1806 that the Fort at the mouth of the Kaministiquia River was rebuilt, and named Fort William in honour of the Hon. William Macdonald, who was first in title. It remained for a Fort however until the early seventies in 1849 the Hudson's Bay Company was compelled after long and tiresome negotiations, to cede up to the Canadian Government the whole of the great North West territory, which is just garnered for almost 200 years. It had on the whole governed well but the time had come for a change, and the pressure could no longer be resisted. Thereafter the Canadian Pacific Railway was projected and built, and the very modern history of the district commenced.

There are many other interesting events which had it the case could be detailed. The founding of the British Mission at Fort William in 1296, the landing of Lord Wolseley's expedition at Prince Arthur's Landing (now Port Arthur) on its way to Manitoba, the trip of the Dawson Road and the Kaministiquia River in Fort Garry the settling of the Dawson Road the accepting and settling of the Canadian Pacific Railway the commencement of the great Canadian National railway system which was recently started by the building of the Port Arthur, Duluth and Western Railway the great light between Canada and Manitoba to determine whether we should become part of Manitoba or part of Ontario. All these form that interest in one who is desirous of learning the history of the past and of understanding the present, but they are recondite and well known to you all.

I have merely skimmed the surface of the history of the District. There is a wealth of romance which can be drawn upon and some day we hope, some write of all this able to combine the story of the stirring words will prepare a history recording these events a story which will stand king of Prince's whole. There few fragments of history which are noteworthy and remarkable. This territory was once France. Wrested by England from France a large part of it narrowly escaped becoming American territory. Had the disbanded French army had a become American, the history of Canada and the history of much more else of us would have been entirely different. Had the Mackenzie's only been fearless, our territory in all likelihood would have extended to the St. Lawrence River which separates Minnesota and Wisconsin, and the City of Duluth would have been on Canadian soil instead of on it as we have already said. Providence has wisely ordained that the affairs of the earth shall take some human being who loves to call in the country. The Empire-builder the earth the negro in the heart of Africa the Boers the Hindoo in the Indian plains to the native Australian and more all others the looking on over the hidden world of today we have that we have the interest land in Canada and we can deeply appreciate the feeling of the poet who he says

There is a land, of every land the pride
Beloved by Heaven o'er all the world beside
Where brighter suns dispense serener light
And milder moons impregnate the night
A soil of bounty lavish, wider yield
Than favored spots and here has old youth
Oh how will find where or thy foe steps seem.
The land thy country and that sire by heroes.

Pioneers of Paipoonge

Written by Mr. J. M. Hogg for the use of the Paipoonge Mrs. Hogg and Mrs. Hunt
of the Women's Institutes

As far as I have been able to gather the first pioneer to Paipoonge was Mr. Prescott who built a very comfortable log house on Lot 3, Concession E of the 1868. This house was burned by a prairie fire in 1883 a year whose name I have been unable to ascertain was passed for Sec. 3, and E. Concession 3, south of the river, but I was to me then occupied by Fred Smith. On the N. half of Mrs. Alex. Crawford and at present is occupied by Mr. Bruce Lots 5 and 6 are now owned by Campbell Means. The first settler was undertook to run the portable and brought it on and got the engine and shower and began operations. The west of what was known as the Kaministiquia bridge over the Slate River between concessions 2 and 3, and a few miles south of the road afterwards. Realizing the possibility of working the land which neither had he title, he returned to the village leaving the mills behind him. These were leased about 1877 by Cameron Dickinson and consisted of lots 16 and 17 concession E. William Brock bought the rights to the property in 1882.

In May 1877 on family and left on what is at present my home in the fall of 1877 he had James McGregor and Fred Hammond find on their lots on the Concession E in 1878 the late Henry Pattison located on a lot, here the family and Miss Emma, the Johnie McGregor and Fred Cammidge moved the family in to here for a time in 1878 John McLean and his son Angus built and cabbed a house for occupation 6, where Mr. McLean lived for many years. During he took time one my Uncle's family resided on the location. Uncle was not a married man at that a new house by the Slate River settlement, the only one this town was the arrival of my father on Saturday night, having walked from the Kaministiquia a miles distance, after a week by the Dawson Road and a counter at a day overtook us the even ing he found the bigg s week. Boats were fairly numerous pretty thickets were placed, the waters were then unknown but arrived from the north about 1858 down where they followed the old river which kept company with the names for their mutual protection. For some years later were the cattle and sleigh here would meet only by travelling through the burned over land. Many jams from one to the other across the jungles.

I have heard my father tell of a visit of Mr. Marquis, Crown Lands agent, accompanied by the late Alexander Crawford in 1858, and on visit of which Mr. Pigeon was appointed Fort Ill Concession 1. Mr. Kirby an Indian Chief, resided at or near Fort William, arrived and stayed a shorter visit he took a drive to the water house, and all game, and my father invited to worship but was two days in the for bread and Mandy, my eldest sister and I were engaged in cooking when the Fenian raid. I first was the news I was glad that I be spared, great was produced in the Slate River Settlement it is only fair to say that Mr. McLaine was one of the youths and did not protest on broad principle. A few days his sheep and to Fort William for supplies in the and British and it is a matter of fact. This put cousin Newton's creed just west of the Slate River, and Mr. Hamilton Slate R ver on the south end of Concession 5 thanks to which I found my self nevertheless in Concession 6, where Mr. J. R. Hamilton now lives from north going south to foot of we mountains and this by getting a Point in Macrae bridge. After crossing this we came to the Point De Meuron farm house, then occupied by the late Alexander Macdonald and this into who recently died a Fort William.

Three people were left residing in the new early pioneers, as a road for a mile and a half, with a house and barn at the two for a little many pioneers by Slate River were doubtful.

In 1882 the late James Conlon was sent to make trails for the settlers by the Dawdling council from the Shebandowan to Oskaye north to Fort Frances and south by way of John McClaire's and James McGregor's toward Pine Cantonment. What it took now the settlers without trails had put their backs through what was almost herculean struggle and the perseverance displayed by almost all of the pioneers and then took all the road how on which the settler can reach Fort William in 30 or 40 minutes in perfect comfort that sustained and delighted those faithful pioneers are deserving of some kindly remembrance There are many who ought to be mentioned but must be left for some future occasion. I must not close though without mentioning a few of those who paved the way for the Slewe River of today chief of whom is the late Robertson Oxley and his family, John Hodgins, and the late George King. Later came Thos. Miller mostly had his family from Prince County and the late Robert Neil and the Widdifield with their small land very much resembling Prince Edward Island. With a young family mixed with the old under very adverse handicaps, I cannot place such and every settler according to date of settling etc and possibly have missed some who ought to have been mentioned.

The winters of 1881 and '82 had very heavy snowfalls, a team crossed in safety the Slewe River at the lower railway on May 1st, with even then good fear at times. The weather then turned warm and kept warm the snow melted very fast, the water in the lakes rose very quickly so quickly that the ice was lifted off without cracking. This formed a jam of chunks of ice at first of the railway bridge. The Mountain bridge. James McGregor started for town, arriving at the bridge about 9 a.m. The bridge was lifted off its bed the end piers and was bodily away down stream at the mill site. It was impossible to cross. Mr. McGregor took on the bank some and witnessed panorama which equals nothing since. He made his

Alexander Lord Russell

Among the many useful and long-serviced of Canadian Pioneers and Settlers of the last century whose name and fame the most notable of these was the late A. L. Russell, who died at Ottawa on June 24th, 1918.

Mr. Russell first naturally into the employment, being a son of the late Alexander Russell who was called to years in the service of the Hudson's Bay Company as Assistant Commissioner of Lower Lands. Naturally he was much in contact with the earlier surveyors and he desired to relate their experience of work and with such interest that he was enabled by them in being the "Father of Settlement" surveying in Canada.

Lindsay Russell nephew of A. grew was a distinguished success with land grant. Out to do with the mapping of the Rideau Valley and Townships of Upper Canada and the 50's he ran several considerable lines [illegible] was associated with many [illegible] he engaged as and was [illegible] Lake Superior to Red Lake Rainy River with his permanent [illegible] Pacific Railway. Later in the 60's he [illegible] Dr. Bridgeland the surveyor over the prairie provinces [illegible] under the [illegible] [illegible] which governed the [illegible] [illegible] surveys and [illegible] [illegible] [illegible]

On April 15th, 1913, he qualified as a Land Surveyor in Ontario and in the same year he was appointed one of two Canadian Surveyors to sail in the Royal Engineers in marking the boundary line, the then parallel of latitude from the Lake of the Woods westward and he has assisted his friend Lindsay in the accurate triangulations survey for the determination of the principal meridians and base lines, and it was in this period that he acquired that liking for practical work which was a hobby with him for the rest of his life. All his work on that survey was highly commended and mentioned in the reports of the Surveyor-in-Chief.

In 1878 he married in St. John's Cathedral, Winnipeg, Annie Caroline, daughter of Henry Cecil, a grandson of the former of Owen Thomas of the homestead adjacent to Secker, he shortly afterwards moved to Fort Arthur, where he had some property and started a general forwarding business in partnership with the writer. He was a citizen of Fort Arthur and of the municipal Council, and for a time acted as Reeve, and a great deal of the prosperity he enjoyed a number of years during Prince Arthur's Landing, was due to the Canadian Pacific and Canadian Northern Railways, and also to the Grand Trunk Pacific.

He was for a time a town councillor also school trustee. He was the originator of the Current River Park and was power development and an unremunerative worker in every cause for the welfare of the city and district.

His military career was a very varied and in 1885 he was appointed paymaster of the 91st Algoma Battalion which he held for some years with the rank of captain. At this period he obtained much local notoriety and it was then and only then that he ever took any part in public affairs. He was a strong believer in well-organized military discipline and in 1887 he was elected Sergeant-at-Arms of the Legislature having resigned and honorably commended on by the Duke of Connaught. In 1914 he joined the home guards and was elected in charge of Dominion registration of Thunder Bay, and Rainy River districts.

In 1893, at the age of 51 years he was the O. C. No. 91st Battalion at Ottawa with the record score of 9 out of a possible 10 points.

Russell still persisted in survey work and in 1879 he was commissioned by the Dominion Government to conduct a detailed survey of Lakes Shebandowan and Shebandowan to the westward of Port Arthur. Mr. Russell came upon him and Mrs. Russell was through a very serious illness which finally ended fatally. He moved her on the steamer of Prince, to Ontario, intending to complete the foregoing local circumstances with his movements there. A few months before his death he met with a very serious attack of accidental injury, which he never recovered completely and he died as stated previously in his 69th year. Mrs. Russell survived him by only two weeks. An unmarried boy and two others left to the writer to see to complete the handing of his late partner and he kept here to testify to the great esteem shown him by the director of surveys and his staff.

Mr. Russell is survived by three children—Mrs. Shannon of Ottawa, Mr. Chester Lindsay of Montreal, and Mr. Ray of Port Arthur (Fairfield). On a occasion was born to him early in his career, in Nha Bhal in January.

Russell was nevertheless sent to his degree time. He is a great force for and he left a wide country and his character, city of Port Arthur and all, and a he could with his record during the latter years of his life in his and his money in untold. Town councils have unhesitatingly and have filled a good portion in the City Service his district, and he has been a leading citizen. He saw the great future development which was going and believed he could profit by it.

Like many professional men he was not a strict, in temperament and he had a surprising contempt and he had for modern business methods and the tendency and hesitancy on others in it and he was particularly outspoken in his denunciation of them as a consequence he made many personal enemies. Although of Scotch descent he was absolutely devoid of thrift and his association with Fort Arthur and its military men probably contributed to this characteristic. In

private life he was delightful hospitable, generous, and possessed of a great fund of anecdote all considerably tinged with a narrative. His private grandmother were carried to a local and were not always discreditable strong as mine. No former associate or reference is ever applied to Russell but high in rank and many of the 52 in this were spent in ministry by the Methodist instead of as the rich wife of child which warring gentlemen account for the speed.

Fort Arthur showed gratitude for his public services, the papers published long complimentary articles, and the supporters of different shades of opinion came to which he belonged were officers of appreciation and sympathy. It is to be hoped there is city of 10,000 or more average who be lured and wrecked for 40 years with ceasing city of something more than this and that in connection with the historic monuments to be erected, one of them will be placed to perpetuate his name more certainly memory will commemorate his blindness with as a glamour. The present generation has been so busy making money on of Canada's resources that they have given little thought to those of future opportunities who made the pathways prosperity and wealthier. It all Canada, for instance, to look there is no memorial to the Verendrye, Selkirk and even who opened up a trade route from Lake Superior to the Saskatchewan was not from the Red River to the Rocky Mountains nor to Burgoyne who carried by wash on through the mountains to the Winter would fields died a neglect and poverty and the passengers who ride today in luxury over the route they fathered have most of them never heard of Verendrye, Selkirk or Thompson, only because a river bears his name. The story part which remains of what the settlement had been in progress. So, way for the following generations grow less, which to look and on up on his work a more active spirit. I not have sufficiently eighteen to set him up from the very public and fashionably of his life. So we of the class. He has taken without who is called today intolerance aspect for which of respect for a one of the great, no more of the day he was perhaps best a without

himself inherited a fine constitution and which not a particularly strong man he was a good swimmer and a fair woodsman. His physical specialty was his wonderful eyesight which made him not only famous as a rifle shot but also an exceptionally good observer and more an authority on wood craft. He was a canoeing genius for yeoman service and he devoted his summers was in any stream shorelines which would be useful in the economic prosperity. By repeating and recounting he did work with the little observations as I have never seen excelled with keener insight into men, and whether he was guide in woods or pioneer in farming or in settlement he was a chief of leadership and a natural-born prospector with the will and skill of direction in an inch. Precision and unfortunately was not a hobby with him and with a better temperament that allowed for the hard knocks given an unsympathetic good observer. His love for environments and attention was an obsession and in my own memory I never more used to be on hand to call him to see that everything was attended to purely mechanical matters when some nameless matter had arisen. But his career as his work did not consist in his care of others but with a controlling responsible that he once had to undertake, not does he have more hardship and get a live which a little temperance would have avoided. He was remembered to old days when he paddled he might of Nipigon Bay together with a dog as a and arrived at Fort Arthur. His hardship is not one time to be a fair entertainment of he will never be forgotten. He held on by upper while the day before. The one travelled, could a more pleasant man than his host or two in calmness but on occasions of any value his experience was accepted. He was good policy

Russell died peacefully in his bed. He was a good and kind man. "Requiescat in Pace

For the Ontario Government Mr Russell made the following errors.

Flying journey at waters West and South of Twenty days' Winnipeg Lake-March 1888.

Pa | Trip. Camnee—May 1888

Lake between Arrow Lake and Agnes Lake on Hanlan's Island—Dec 1907

Certain lands North of Twps Ware, Gorham and Manitoupe—June, 1915.

Traverse shore of Lower Shebandowan—Sept 1917

Traverse shore of Twps Shebandowan—June 1919.

For the Dominion Government Mr Russell Hills has followed surveys

1917—South outline Twps 1-3-4, 5 7 and 8-Pr North outline Twp 4-1 P Twps. 78 and 7-5

1913—Outline and subdivisions.

1914 Outlines and traverse part Lake of Woods

1875 76—Outline work.

1877—Parts of 2nd meridian and 3rd meridian and outline work.

1878—Outline work West of 2nd meridian

1879—Outline work and subdividing Twps 8, 9 & 10 in 4th

1880—Outline work West of 3rd meridian

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The Thunder Bay Historical Society

Fifteenth Annual Report

PAPERS OF 1923-24

The Thunder Bay Historical Society

Fifteenth Annual Report

Papers of 1924

Thunder Bay Historical Society

OFFICERS 1923-24

Honorary Presidents	Honorable Sir George E. Foster Mr Peter McKellar F R G S
Honorary Patron and Patroness	Mr and Mrs N M W J Mackenzie
President	Mr John King
Vice President	Mrs Peter McKellar
Secretary Treasurer	Miss M J L. Black

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Captain McCannell	Mrs G A Graham	Mrs J M. Sherk
Mr C W Jarvis	Major W J Hamilton	Mr F C Perry
Mr Alex. McNaughton		

AUDITORS

Mrs. C W Jarvis	and Auditors	Miss Farquhyson

JOHN KING, PRESIDENT OF THE HISTORICAL SOCIETY

Secretary-Treasurer's Report

MISS M J L BLACK

To the President and Members
Ladies and Gentlemen

I have the honor to present the following report as secretary of our society for the year 1923-24.

We have a paid up membership of twenty, all of whom attend the meetings most regularly.

During the year there have been four meetings. On Nov 15 we met at the home of Mr. and Mrs John King when a paper by Mr J A. McCombey was read on Feb 15 we met at the library and had papers by Mr J Muskett Hunt April 15 we met at the home of Mr and Mrs C. W Jarvis when was read a sketch of Mr A L Russell and excerpts from the early files of the newspapers on July 11 we were the guests of Mr and Mrs Peter McKellar when we met Mr L J Burpee

The society's activities have not been confined to the above meetings for through the efforts of the president Mr King the plot in which is the Hudson Bay memorial was put in good condition and the care of it handed over to the Parks Board. Negotiations are also under way with the Canadian National Parks Commission for the erection of a memorial in the Heath Street Park to commemorate the turning of the Grand Trunk Pacific and and the movement of the first grain

It is with great sorrow that we have to report the loss of three of our members Mrs Bernard Knox Major Hamilton and Mr Fred Pregeau. It was always a delight to talk to Mrs. Knox and listen to her stories of early days in the west. Mr Pregeau was always an interested and active member while in Major Hamilton we lost one who had been on our executive since our organization

We have received a number of reports in exchange and also a set of valuable photographs of the early boats the latter being given by Captain McCausell

All of which is respectfully submitted

M J L BLACK
Secretary

—oOo—

Receipts

Oct 1, 1923—	
Balance in Bank	$ 58 75
Government grant	100.00
Membership Fees—	
Miss C Merrick	1 00
Mr and Mrs John King	1 50
Mr and Mrs McKellar (3 yrs)	3 00
Capt McCausland	1 00
Mrs Sterk	1 00
Miss Erma van Buckstaele	1 00
Miss Robin	1 00
Miss Stark	1 00
F C Perry (2 years)	2 00
Mrs Miss and Mr Copp	3 00
A J McConnell	5 00
Major and Mrs Hamilton (2 years)	2 00
Mrs F A Sibbald (2 years)	2 00
J J O'Connor (2 years)	2 00
Miss Pemphyton (2 years)	2 00
Oct. 1 1924—Total Receipts	$188 25

Disbursements

Canadian Historical Fee	$ 4.00
Printing	97 70
Minute Book	3 75
Wreath	5 00
	$110 95
Oct. 1 1924—Bal in Bank	$ 77 30
	$188 25

Fort William in Early Days

As Recorded in the Pioneer Publication Issued Semi-Monthly

The Scottish Prince Arthur's Landing
Aug 3 1878

THE TOWN PLOT

On Wednesday we spent a few hours in the Town Plot and three inches considerable change since our previous visit. Quite a clearing has been made and we learned a number of men busy on Lot 41 north of Gore street removing stumps to clear the ground for the Round House. Mr Armstrong the contractor has the above erected and is all in readiness to go on with the work. The material is to be mass taken from on Thunder Bay quarries the circumference to be 60 feet having ten stalls height to be 16 feet with of centre raised roof. The smoke stacks are to be made of sheet iron by French and Kennedy of this place. We should judge the whole work will be a substantial job particularly as full confidence is due in the parties having the work in hand. The location is of the Town Plot for means of the Prince Arthur and Kamalestaile Railroad.

We found Mr John Sullivan in charge of a gang of men engaged in laying the iron for the track the distance already reached being about three miles. Unless an engine soon arrives as expected the locomotive and horsepower will be found slow work as distance is gained. Large quantities of the rails are piled up, and there materially arriving.

The only hotel open of the Town Plot is the Orillia House, by Mr O Connor who evidently is doing a good business while buildings for other purposes are talked about including one for a store by Messrs Strobel of this place who think of opening a branch store. However so far as we could learn, the town lots are not going off like hot cakes owing to the prices that are being asked.

Around the government dock where the propeller Lake Erie was unloading iron there appeared to be considerable stir. The whole place has a business look. Not the least attractive spot is Mr Willard's garden, fully demonstrating what energy and proper attention can do. It is evident that the soil is adapted to gardening purposes and by another season more in forest will be shown in that direction.

Passing homeward we found Mr Henderson's mammoth build no converted into a boarding house and the First Hotel is closed having been purchased by the government. It looks its remarks along the river. Mr Hoad's roofs fine house situated on the elevation of the narrows by his family having recently arrived the premises are now occupied. Mr Hoad has been recently ill but his numerous friends will be pleased to learn that the climate with has favorable influence and he is a quite well.

The Kaministiquia Hotel, Messrs Inglis and Kennedy Proprietors, east of the Town Plot, is doing a good summer business a number of tourists stopping there at present certainly the locality is a quiet retreat for a season and accommodations are quite limited.

Nearly opposite the hotel is the new store now being finished by the Messrs Mahaffay for Mr McLaren lately arrived from Ontonagon, and who possesses speaking of an early date Mr Thos a new building the store in the thereof style of the art.

Accompanied by J L Baker of the Northern Railway, Toronto Mr Mayor of Toronto, Collegiate Institute and Mr C Baker of University College Toronto who were up by the Francis Smith on a pleasure excursion and early Wednesday along the river were shown over the premises at Fort William by the worthy manager John McIntyre. Recently a division has taken place in the stock of goods the a striking and light goods now occupying a store near the entrance to the old one to the left. The large stone building erected eighty five

years ago is used for storage purposes. The neatness regularity and shore all the immense stock of first class goods astonished even our Toronto friends. While viewing the curiosities we saw an old fashioned cast of Queen Anne make which would surely answer for those filthy scenes of present. The history of the early days of Port Williams have historical events of interest that would be both amusing and instructive if properly placed before the public.

(Sentinel Sept 7 1876)

TOWN SLOT AND VICINITY

Tuesday afternoon we visited the Town Plot. A month had made wonderful change. The government docs and other places in the vicinity presented large piles of railroad iron. The Asiatic was at the dock unloading. We left there the train arrived and we noticed Mr H. Ryan upon the cars immediately upon arrival a large of men were put to work. In less than four hours that the powerful engine moved up the steep grade with cars from the west. We understand that Messrs Purcell and Ryan have had over 11 miles of trains and keep daily progressing.

We found men busy unloading from the boat construction engines number 2 together with six platform cars. This engine like the rest now in use is powerful and when once ready will be a great acquisition to the working of the road. Extending eastward from the docs along the edge of the river for a few hundred yards the ground is preparing for the line in order to lay track for more wharfage accommodation. Certainly there is a great need for more dumping room.

The next object of interest we visited was the Round House. This is located a few hundred yards back from the front and at the terminus of the P. A. L. & K railway. We found a number of laborers at work. The foundation is nearly completed and when built there will be ten stalls for as many iron horses. A large tank is being excavated and curbed in the round house for the supply of water to the engines. Some curious specimens of petrified wood have been laid out at the wall as shown us by Mr Young in charge of the road making. Mr Bowker himself is absent but is ably represented by Mr Alex Fraser. Quite a large quantity of stone is upon the ground delivered by Mr McDougall who has the quarry at the foot of Thunder Bay.

Since our previous visit Mr Cooley has erected a house on Brown Street and Mr Finly is putting up a dwelling and bakery in the rear. Mr A Stewarts is now busy building a fence along side street. It is true that a month has not made any extraordinary change in the appearance of this place but the cause assigned is adding too much for the less in material etc. However we know Mr O Connor Mr W W Ireland and others confident of a prosperous locality.

Upon our return we stopped in at the Kaministiquia Hotel Messrs. Hegell and Knappen proprietors. Here we found some sixty guests. Quite a number of visitors in our absence the present season have sojourned for a time at the house and the landlord and landlady have won golden opinions. Among those there on Tuesday were Mr and Mrs Will el Jersey City N J and Mr and Mrs S M Thomas of Brockville Ontario

Passing in the new store almost opposite we found Mr McLaren superintending the opening of a new stock of goods. We must say his dry goods ready made clothing boots and shoes groceries confectionaries hardware etc looked fresh and were tastefully arranged in the new store recently painted and grained by Mr Tallo best style of the art

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(Sentinel April 12 1877)

TOWN PLOT AND VICINITY

Tuesday afternoon we headed for a horse to Vigars gay team and had a pleasant drive to the Town Plot. where we found visible signs of progress. Mr O'Connor of the Griffin House showed us around. He is busy building a new hotel on the corner of Railroad and Brown streets. We found men engaged completing the "O

feet each of Messers Ollier Davidson and Co. The depth of water about thirteen feet

Returning to Railroad Street corner upon our left were to be seen the comfortable dwellings of Messrs. Finly and Conly and around a little to the right hand is a new building recently erected for Mr Ingalls. Next to the Orillia House owned by Mr Ingalls and occupied at present by Mr Andrew O'Connor who keeps a comfortable hotel. In the rear is a quantity of timber for Ingalls new wharf. Next by is the large new two story building of Messrs Manke Bros which is being framed upon the ground floor for a general store and upstairs adapted for a public hall. In rear of Mr Alex Stevenson's building he has constructed a dock. Along in the rear are the comfortable residences of Messrs Ireland Warford etc

Along the railway I take are large piles of steel rails, ready to be removed when wanted. A little to the northeast stand the store house and woodshed of the C P R and close by the Round House is progressing, when completed it is to accommodate ten locomotives. Further to the north are residences and boarding houses and Mrs Chester's commodious buildings; to be used for a grocery store and residence and the other as a Boarding Alley. As we continue our journey down in the right is the government reserve while nearly opposite the mammoth building partially erected last year for a hotel is the Messrs Strobel Bros fine new store erected lately and ready for occupation

Continuing homeward in the reserve of the government, whereupon is erected the fine residence of J. Hazelwood Esq. Chief Engineer F A Dir C P R. It is due to the truth to say that M H. devotes his time to the affairs of his respective position and is withal popular with his employees and neighbors

Arriving at the end of the government reserve we found the McKellar Brothers busy finishing the new two hundred foot dock, for the consolidated firm of Messrs Beatty and Windsor Company. The depth of water 18 feet, and frontage of property 400 feet (purchased from McKellar Brothers) where it is calculated that elevators for the handling of grain from Manitoba will be built. At present the eastern terminus of the C P R does not come within a mile of the dock, but the survey has been made along the river and it is anticipated it can thus the railroad to this steamboat company's property

A short distance further brings to the Ingalls and Knappen dock which has been recently enlarged and these energising gentlemen have on hand several hundred cords of wood The Kamistiquia House Messrs I & K proprietors ethel golden opinions last season, has done a fair business all winter and with increased accommodation to be found to his guests a formidable rival in the district. We next pass the store of Mr McLaren and leave him as far as a pleasant business and implicit confidence in the great future of this spirited enterprise can with nothing the occasional ebbs of the Thunder Bay Sentinal at that berth and the narrow stream. Well we are back once more and would ask which of our friends will a particle of their devotion to the beautiful Kamistiquia That scarcely sound be stay.

Yet glides the happiness away
(Starting when covered with ice as of yesterd and in a very dangerous condition)

We did not cross to Messrs. Oliver and Davidson's Mill but learned that the hum of industry is to be heard, flying up the mill, dock and sash factory overhauling the Jessie Oliver etc We cannot find a good business had been done in the past water in the sale of lumber and a superior quality of logs has been secured. It ran the mill when the weather permits.

The sun had disappeared behind the western hills the shades of night were fast approaching and as the roads were a little heavy we had no opportunity to pay even a flying visit to Fort William However we understand that the worthy governor keeps his eagle eyes around and that everything moves forward—quietly as it is one of the Hudson Bay Company's peculiar traits to keep their own counsels

(Daily Sentinel, Feb 13 1883)

Judging from the trouble our neighbors at Port William Town Plot are experiencing in accepting their unbilious burg there is something in a name after all. With a good office originally christened Fort William the building of the North Shore line of the C P R and the large elevator near the old fort ranks the established mail of a post office near the latter place and some how or other the people to be accommodated succeeded in replacing the name Fort William rendering it necessary for those of the Plot as well as familiarly known to adopt another name for their office. Neebing was chosen and after a while the impartmosl recognised and adopted. he cognomen But this did not satisfy some of the residents of the future Chicago of the Dominion, and again there was a christening Fort William West being selected. Another year has rolled around and at the request of the C P R officials, who state that, with to avoid confusion there is to be another change a transposition of words making the new official standard West Fort William. This last christening may avoid mistakes among the C P R employees but in the minister it must be productive of great uncertainty as to how to address letters in correspondence as it will take some to become accustomed to the change. Again it may mean, that Fort William is to be the town on the Kaministiquia, and West Fort William is to become little more than a way station as the company is making all the improvements at Fort William.

The Sentinel is thus particular in giving to the world the trials of a post master and his various efforts to his office. Fort William alias Neebing alias Fort William West, alias West Fort William, as that confusion may be less acute added

(Weekly Sentinal July 19 1884)

LOCAL CHURCH HISTORY

OLIVER. The first step towards establishing the church in this township was the purchase of land on the 4th line on which was subsequently erected St James Church. This was in 1886. In July of the same year a block of six acres was purchased from John Saxondale as a site for a parsonage and grounds. The purchase money amounted to $60.00 of which $40.00 were received from Mr and Mrs G T Marks of Fort Arthur. The Rev M C Kirby lately in Fort William has been the present incumbent in Oliver and his will take immediate steps with the Bishop's sanction to erect a parsonage.

WEST FORT WILLIAM — In August 1886 an acre of land was secured in this place for a church. It is on the north side of Victor Street and consists of lots 38 and 40. One half of the latter was a free gift from Mr Davidson and others were purchased from Mr Hussey. Work is under the charge of Rev R J Herger

Memories of Fort William

By J. McKAY HUNT

The road from Prince Arthur's Landing now Fort Arthur was built by two gangs of men one under the late James Conmee, M.P. and one under Thomas Wardale senior the father of the serious Wardales of Port Arthur. The route was the same as now followed from South Cumberland Street Port Arthur along Bay to Algoma and along to end of Dawson Bay then Hurons along what is now McIlwraith to the Kam river thence along near the river to D' elevator on 1st Gore street to the present intersection at Brown Street. (here set the date of the two going but I think that it was 1874.)

In 1884 the municipality of Neebing was formed including the territory now Fort William. The C.P.R. seeing it needed the water front along the Kam river bargained with the Neebing Council to have it the street and grade what is now Simpson street to Victoria crescent thence along Victoria to Syndicate and on to D' ebenster and paid the municipality three thousand dollars in trade in return for closing the street. This road from McTavish to D' elevator Dering the time James Conmee had a freight mill in the village of Medford. With the burning of this mill he lost everything he had and it is said that he remarked "I have nothing to lose now so I am going to make some money" He did it splendidly I all ways felt Fs generals was a good one, and might well be adopted by anyone.

With reference to the municipal organization in the area adjacent to the Twin Cities the first municipality was Shuniah and it was composed of the townships of McIntyre McGregor and Welcome Islands and Pie Island. The townships of Neebing Paipoonge Blake, Crooks and Paidee, also Neebing Additional, some times called McKellar were of Neebing township with Islands 1 and 2 thrown in for good measure. Surely some township municipality covering twenty miles at more northeast of Port Arthur to eight or ten miles west of the Pigeon River bridge on the Duluth Highway. The reason for this large municipality was that there was a village agreement on the store at Thunder Bay immediately after the landing of General Wolseley and his Red River expedition in the fall of 1870. A few years later the Federal government decided to build a mill and water road to Selkirk on the Red River. Work on this started just opposite where the Queen's Hotel at Westfort now stands and practically all money spent locally was spent at Westfort. Thomas Meaks was the moving spirit in getting a ferry boat to run between Port Arthur and West Fort in summer and teams with sleigh with robes and blankets for winter to give the ox-bread construction men a chance to get a better sample of whisky and other commodities than Westfort handled. This did not fill the bill as the men were very dry when they got to Westfort and by the time they had a few drinks at Westfort Redeye Port Arthur were usually forgotten. Our friend Thomas Meaks gathered G. O. Christ L. U. Read, W. C. Dobie, and a few others of the local better element to ask the federal government to extend the railroad from Westfort to Prince Arthur's Landing. Mr. Meaks was deputed to go to Ottawa on this mission. It failed. Shortly after his return home Mr. Meaks got back to worked up another plan as well. We will offer to grade the seed bed and put five thereon if the government would from and operate it. His friends sent him back to Ottawa with this plan and it succeeded as the government thought that if these properties so enthusiastic as to spend a large sum of their own money they ought to be helped. The road bed began at Brown street, following the present roadbed of the C.N.R. into Port Arthur where a few feet of Arthur street. But alas where are the monies to come from. We have no municipal organization. The provin-

cial gave unused were selling the lands of Weigandevilla Sills farm, etc., for 25 cents per acre no I was necessary to take in an enormous mass to sell bonds for $70 000.00 to grade and put ties on the seven miles of road. Hence the territory included a the original municipality of Shuniah They tried to take in Oliver township also, but were at that early date there were some who were so Oliver such as Owen Dungo and his sons and a very few others who declined to be drawn into the net and to build it. Oliver applied for municipal organization by Hesh in 73 or 74. In 1882 I was coming from Montana. I was leaving Port Arthur on the Steamship Company, Capt John McNab. Port Arthur had no way of finding when the train would arrive so we sailed and getting out perhaps seven miles saw the train pulling in. The captain turned back and docked and received a considerable number of passengers I among him some women and children whom I had known at Owen Sound and I also recall a few of the Port Arthur people on that trip. There were John Sills senior James Counsee William Clarke Wright, all since dead.

The inhabitants spoken of were divided at the divisions of the original municipality of Shuniah. In the session of parliament early in 1884 Port Arthur was severed out of Mal ityre and became an incorporated town with Thomas Marks as the first mayor. Their first meeting was in May 1884 At the time of the incorporation of Port Arthur Neebing municipality in name incorporated containing the Townships of Neebing Neebing Additional, Paipoonge Blake Crooks, and Pardee while Ed ptish had the remainder of McIntyre McGregor the Pic and Welcome Islands. In 1893 Port William became incorporated as a town with the late John McKellar as mayor

The first C P R boat a placed about May 12 1884 This was the Algoma with Captain Moore in command. During this summer the Alberta had two serious collisions and went to Detroit drydock The Magnet took on place of the Alberta while away On first trip, with Capt Peter McNabb in charge the second trip the steamer Spartan took the place of the Alberta with Captain Alexander McLeod in command These boats, the Magnet and Spartan were side wheelers and wood burners and had to go to John McLennis dock for wood The Spartan on her last trip down the river ran surprisingly fast The late Amable McKeller was standing in the gate of the McKellar home near the river and seeing the Spartan remaining at one speed he hurried down when lo, and behold the Spartan was dard on about where the lower end of the Cold Storage Plant of Gordon Reynolds & Fraser stands. Just as Mr McKellar arrived a prominent citizen from Port Arthur who seldom comes to Fort William arrived and said to Capt McLeod You did it pretty well It was alleged that the captain had been Whipsawed by some Port Arthur people to run the boat aground to convince the C P R and the government that it was useless to make the river a reasonable harbo

At the time of this so-called Spartan accident I was the C P R policeman and was shortly aboard the Spartan which was pulled off by the C P R laying nearly a mile of track and getting three locomotives hitched together and to the anchor chain of the Spartan while the Steamers Queen and Tug Jelly Jack were also pulling on her and not a move did they get until all kind of the front of the Spartan had been transferred to the stern "It surely was done well"

Port Arthur History

by C. [illegible] Fair, N. [illegible]ters, Dr. [illegible] & S. [illegible]e

(Sentinel Oct. 5 1878)

HISTORICAL

One of those pleasant occasions that ensure the social feast to revive pleasant memories came off at Mr Moffatt's residence recently when a number of our p ioneer business men came together. The entertainment was unexceptionable and after dining social and pertinent ruled a brief period. The reminiscences of Mr Moffat and Mr Dawson were very entertaining. The latter held en rising at the head of the table.

Perhaps a few words as from one who claims to be a pioneer, may be of interest while referring to the open ing up of this once distant section of our beloved Dominion new distant no longer and the first link that unites the rich and beautiful Province of Ontario with the thriving valley of the Saskatchewan and eventually with the prized regions of British Columbia. These new provinces will in time become the homes of millions of our fellow citizens. It must be now nine and twenty years since the first modelled was made of a railway that would unite the shores of the Atlantic with the Pacific, running through British territory. The scheme was considered so Utopian that it met with little favor from the public.

The best efforts of a few men of ability towards breaking down the barriers of monopoly so long held by the Hudson Bay Company were so far successful that in 1857 our Chief Justice was sent to England by the Government of this province to consult with Her Majesty's Advisers of the Imperial Government as to the legal points bearing on the question at issue in this state of the case early in the spring of 1858 to aid the Government as well as the Canadian ambition to extend the trade with the Great West that a deputation consisting of several leading merchants of Toronto waited on the Governor General to obtain the assent of the Government to the formation of a Company about being formed to open up the distant territory of Lake Superior and establish a Mail Route through to the Red River Settlement on the understanding that the Government would give the project the defence of a subsidy for the carrying of Her Majesty's mails.

The deputation was well received and the Government undertook to promote the project to the way suggested and giving it every encouragement which no national and praiseworthy undertaking deserved. A company known as the Rescue company was organized and one of them the speaker was elected and still continues to be president for although hardly used in a variety of ways that Company still exists.

An exploring party under superintendence was soon sent to Lake Superior and after much and exquisite selection the PRESENT SITE OF PRINCE ARTHUR'S LANDING was pitched upon as the most desirable leading location for landing clearing of some thirty to forty acres was made a short distance up the river. A large warehouse with cottages for the employees was erected and a waggon road from there to Lake Shebandowan. All was done that could be expected under the difficulties experienced in that early time and the work was carried on with a regularity as unsurpassed even in these days of railways and steamboats. In the spring of 1862 part of the waters were being given for a fleet of ships of light draft, it water of which for navigation of the shallow lakes and rivers west of Dog Lake the government transferred the mail steamers to another company and this without any notice whatever or any cause of complaint. It was known that the government of the day were far from strong and it was felt so violent a breach of good faith must be owing to the intimidation of party which required the aid of votes to maintain its

position The company had spent largely with the full knowledge of the government whose leader more than once told the President to go on and the company would never loose a copper will it. They had to tell their manner the Rescue as a great sacrifice In the summer the bush fires burnt down their buildings and left scarcely a piece of waggon road and in 1884 the ice carried away their pier Some time afterwards a settlement of accounts was arrived at by a subsequent government when a large balance was admitted to be due the Rennie and which would have given us the right of way to be paid for by any company that would succeed If Mattews remained in the state until public opinion compelled the government to take action what in 1883 our present worthy member in the Ontario legislature was able to do to take charge of the mine taking a old miner whom the mine is now called He selected the same location for his home thereby confirming the judgment of the Rennie Company and all who will take the trouble to look at the position of Prince A thus on the map will admit that it must ultimately be a large commercial centre and the depot of the vast mineral wealth of the Lake Superior region The site of Prince Arthur for a city cannot be equalled in the Dominion its gradual rise from the water its waters to reach from which you have the view of the noble bay and magnificent mountains cannot be surpassed

(Daily Sentinal Jan 1d 1889)

PORT ARTHUR

This important town was first called The Station In 1870 when General Wolseley came up the lakes with troops on his way to Manitoba in the Chicora Capt McLean. On board also were Mr Tom Marks the actuative merchant of Port Arthur and Mr William Murdock who with his staff were about to define the line of the present C P R Passengers and goods were then lighted ashore there being no docks Upon leaving the steamer General Wolseley asked Mr Marks the name of the place and on being told he said We will call it Prince Arthur's Landing The name took readily among the 200 inhabitants and held till 1874 when the municipality of Shuniah was created and officially fixed the name which so remained till 1882 When the C P R being under way the name was changed by their wish to Port Arthur supposed to be partly as a compliment to Prince Arthur and as a companion to Port Moody the Pacific terminus The name of the post office was also changed and in May 1884 when the town was incorporated the name was finally and formally adopted

(Port Arthur Sentinel Mar 20 1885)

PORT ARTHUR'S PROGRESS

In 1856, Robert MacVicar arrows lands against the first white settler built the first house and the present career of Arthur and Cumberland then covered with heavy timber

First trading post was founded by Messrs. Marks Bros

Town was surveyed in 1872 origina town contain ng only 534 acres

In 1 population 1000 doubled in 18 E ... new houses numbered 90

In May 1883 the C P R changed the name to Port Arthur In that year the port returns gave 253 vessels ... ports of half a million tons with 283 thousand tons freight

1888 lock aspects amounted to over $217 000 in fish, fur silver and gold ore concentrates building stone etc

Some Early History of Thunder Bay and District

By A. J. McCOMBER

The history of Canada teems with stories of adventure and romance. Tragedy wars and rebellions in its short life provide ample material for a chapter that rivals second to none in the story of the nations. How Canada came to be counted as to civilization, what the motives were which impelled first the French and then the English to spend their blood and treasure in settling the it, what lure drew the brave explorers ever further westward are to a fascinating study for those who love to read a stirring tale of adventure and courage.

We who reside at the head of Lake Superior are prone to imagine that this locality plays a part in this splendid drama and that our local history dates back but a few years. Never was there a more mistaken idea. True local history is as old compared with that of the nations of the Old World, but yet it is as a story of yesterday. For years the head of Lake Superior was the gateway through which streamed the discoveries, the missionary the adventurer and the trader each seeking in his own way and for his own purpose the great and mysterious North west.

When I say that our local history is not old I refer to what I might call the history of the Present and Fig tion existence. Tal leig before these, and long even before Columbus sailed on his voyage of discovery the Lake Superior region had been the dwelling place of a people of whom we know little indeed but whose claims to a certain amount of civilization cannot be denied. We only know that they existed because they have left records of their existence behind them—not written records it is true—but records nevertheless which have lasted even to our own days. The Mound Builders, as far as we know were the first inhabitants of these shores and some ecclesiastic have declared that at least a thousand years have elapsed since they first visited Lake Superior. Even the Indians have no record of their existence. They left their mounds in the country south of the Great Lakes and area along Rainy River as mute testimonials of a bygone race.

These people knew the use of metals and the art of tempering copper and their workings have been found on Isle Royale that part of the United States which on a clear day you can see from the shores of Thunder Bay. These, geologists believe the civilization of Europe knew that there was such a race as the American Continent they believed extracting copper from the earth and fashioning it into rude weapons and there they left their tools when for some mysterious reason they disappeared from the face of the earth. Whether they perished off by some epidemic whether they were slaughtered by some more vigorous people we know not, but we do know that they no longer inhabited this region that they labored and disappeared.

The history of which I wish to speak however is the more modern history of this locality. How did it come about that Fort William was selected as a trading post when was the first white man to look upon Kakabeka Falls what name did the Kaministiquia River bear besides the one we know as well? These, and similar questions, should be of interest to us, of only because we feel that because the answers to these questions are an indication as to the ease of other localities as the trader and the Indian of the past, in the necessary way in which they seemed able to detect such things, saw that nature had of this point planned as advantageous spot where easy and well made must and do business. If we look at a map and note the towns and cities scattered throughout Canada and the United States, we are struck at once by the fact that in al

most every instance where the discoverer and the trader selected a site for a fort or trading post, there a large and prosperous city has risen. Quebec, Montreal (the old Mont Royal) Detroit, Sault Ste Marie Duluth St. Paul, St Louis are a few of the names which occur to one's mind at once. It is a happy misery therefore that the man who first established a post on the Kaministiquia River was one of those adventurous spirits who sought to divert the fur trade of the northwest to this spot and who was bold enough to enter into active competition with the Hudson's Bay Company that hoary and honorable corporation, whose initials H B C were sometimes said to mean Here Before Christ.

The seventeenth century was a period of intense activity for those during age. He who were laid upon exploring and locating up new lands of trade and manufacture. The French and the English were equally zealous. On May 2nd, 1670 the Hudson's Bay Company was brought into existence. Its full name being "The Governor and Company of Gentlemen Adventurers of Eng and trading into Hudson's Bay". Its charter was issued by Charles II. and it may be of interest to quote some of its provisions. Charles II being desirous to promote all endeavors tending to the public good of our people and to encourage the undertaking, granted to his dear and truly beloved cousin Prince Rupert and his associates "and their successors the sole trade and commerce of all those seas, straits bays rivers lakes creeks and sounds in whatsoever latitude they shall be, that lie within the entrance of the straits commonly called Hudson's straits together with all the lands and territories upon the coasts, confines and confines of the seas bays, rivers, creeks and sounds aforesaid that are not already actually possessed by or granted to any of our subjects or possessed by the subjects of any other Christian Prince or State and that the said be from henceforth reckoned and reputed as one of our plantations or colonies in America called Ruperts Land

As far back as 1610-11 Hudson had made a voyage to Hudson's Bay giving England a title by virtue of discovery Other voyages were those of Button in 1612 Bylot and Baffin in 1616 Foxe in 1631 and James in 1631-2 In 1668 Gillam erected Fort St. Charles (Rupert) for Prince Rupert and his associates Fort Nelson was founded in 1682 by the Hudson's Bay Company one of the same time Radisson representing the French Compagnie du Nord established Fort Bourbon in 1684 suddenly in the spring following Radisson seized Fort Nelson and in 1684 having re-seized the service of the Hudson's Bay Company he retook it for the English

It was about this time that De Lhut, the founder of Fort William appeared upon the scene. Two Sieurs Daniel Greysolon Du Lhut was born at St Germain-en-Laye. In Prance about 1640 his first normal in the Fre ch Army becoming a Lieutenant in 1667 and a gentleman of the King's Guards in 1668. His life was full in the campaigns in Flanders and was prosand at the built a at Senef in 1674 During that year he came to Canada whether he had been preceded by several members of the family amongst them the explorer La Perriere. Next he sailed in Montreal but in 16 7 he left for the West accompanied by the brother La Tourette and his and clerk in 1678 he took possession of the Sioux country in the name of the King of France. He was a worthy ol for this that he established his main trading post at Fort William that in about 1685 erected This Fort he named Cananisiagan

Director there no doubt by the Indians. We imagine Du Lhut eager to land after the perilous voyages around the north shart of Lake Superior always to the mouth of the river The scene which and his eyes then was far different from that which we now behold. The shores were wooded down to the very water of the water. No steel elevators no monster vessels no busy lawn greet ed his eyes The silence of the un broken forest brooded over all Mount McKay looked down on him as it now looks down on as a mighty sentinel that seemed to guard the secrets of the West A beautiful river opened up before him its gentle water lapping the sides of his canoe but whence it came he knew not, perhaps from

tl at wanderlal Western Sea of which he had heard. Pulling h s canoe ng en ahore he made ready to camp. He mes cleared an open space, lit a fire and prepared h s r evening meal. The Indian guides were eagerly quest ioned as to what lay beyond and told wonderful stories al rivers, lakes and seas, indies tribes and rich hunting grounds. Al last Brad with the labor of the day they set h s to sleep little dreaming perhaps that they had that day written a na mare i terestin g chapter in the history at Canada. The third day they hammocked the ores tion of a rude fort at post. No doubt they explored the surrounding country, and we can imagine them finding their way to the top of Mount McKay and there gl ding over the sparkling waters al Thunder Bay being touched by same to tinuestlna of what the future has d in store for this spot, the exact feeling that inspired the poet Whittier when writing of his own great American Northwest, he said

I hear the tread of pioneers
Of nations yet to be
The first low wash of waves, where soon
Shall roll a human sea.

The rollaments of empires here
Are plastic yet and warm;
The chaos of a mighty world
Is rounding into form

Much rude and jostling trag nal seen
Its fitting place shall find
The raw material of a state
Its muscle and its mind.

Du Lhut was al an ordinary man Being a member of the King's Body Guards he was of noble birth in Montreal he can be imagined his social position as a noble gave him certain advantages But he was of the breed which is not satisfied with the calm at city life. The lure al the west was irresistible and he conceived the idea of opening up the trade of the Northwest and diverting the fur trade from Hudson's Bay and from the Fiut ench Bay Company. The Hudson's Bay Company had been vigorously operating in the north, and was attracting trade from the southern and western routes. This trade was immensely valuable and engaged the attention of Governments as well as companies and individuals. The business of fur trading afforded an outlet for men who would not content themselves with peaceful pursuits at home.

Du Lhut had a brother Charles, the Sieure de la Tourette and this brother it Du Lhut's instance built a post in 1678 al the entrance to Lake Nepigon, then called Lake Alemipigon. Six years later he built Fort La Tourette al the mouth of the Ombabika at the north end of Lake Nepigon and the following year 1684 he built a third trading post Fort des Prairies near the forks of the Kaministiquia and Albany Rivers. These posts proved to be very useful ys in the end drew much trade away from the Hudson's Bay Company

Da Lhut's most trading post however was al Fort William at the south al the Kaministiquia River and from this base he explored the Northern country. He was the first Canadian to explore the west, and it was his privilege to save Father Hennepin from captivity when the Iunuian Recollect missionary having been made captured from La Salle at upon was wandering about in the wilderness near St. Antonio. On account of his intercession Du Lhut had great influence over the savages who he mured and feerede ans. His high ly been loyal to France and was sent to join the expeditions which were organized against the Iroquois in 1684 and 1687. In 1686 he took the location of the post of Detroit, and in 1695 having been made captain after twenty years of service was in command of Fort Frontenac now Kingston. Here in 1709 he was succeeded by Tonty his cousin. He died three years later in 1710 in Montreal and was buried in the Church of the Recollects

Du Lhut was one of the most daring pioneer runners (coureurs de bois) in Canada during the French regime For thirty years he ranged the Lake region the country to the west of the Great Lakes under French control. Notwithstanding that he had every chance of becoming wealthy he died poor His superiors testified to his having been a very religious man Du Lhut wrote accounts of his travels (1676-1678) but unfortunately they

have been lost. However there is a plan in existence that he designed for a chain of posts to be erected for the purpose of keeping the lake route clear of savages and thus facilitating communication between Canada and the western and southern parts of the continent (1655-56). The plan was afterwards published in the library of Congress at Washington may also be found extracts from his account of Detroit.

Although the City of Duluth at the extreme southwest end of Lake Superior has been named after this lively gentleman that honor would seem to have been hardly deserved by either Perri William or Detroit. However the latter fact that is read out if the City at Fort William ever undertakes the task—as it no doubt will some day

—of raising monuments to those other sons and daughters who are worthy of that recognition let not Du Lhut be forgotten. To him belongs the honor of having with far-sighted vision, chosen as a trading centre the spot where now the commerce of the east meets that of the west, and the citizens of that city will have no cause to doubt at either the marriage or honor of the man who turned his feet and within its limits, and who may truly be said to be its founder.

Du Lhut's trading post however did not last long but in 1686 Jacques de Noyan ascended the Kaministiquia River to search for the western sea. He paddled up the Kaministiquia and its ascending waterways to Rainy Lake and in the diary which he left, he describes how after going two leagues up the river he came to the first portage, the spot we now know as Kakabeka Falls. We do not know what feelings were as he gazed on this beautiful waterfall the real white man so far as we know to view them but no doubt he appreciated their beauty as it has been appreciated year after year by visitors as well as by the residents of this district. He continued on Dog River passed through Dog Lake continuing on through Lac des Mille Lacs down the Seine River and finally came to Rainy Lake and there he built a temporary post and wintered. Thus 235 years ago the river Kaministiquia was opened up to trade and rendezvous with the Northwest. It is hard to realize that this took place in the year that James II was driven from his throne by the Smallest revolution giving way to his daughter Mary and his son-in-law William who henceforth reigned as William and Mary and that this great King Louis XIV was the King at France

De Noyon discoveries led the French Government to became interested and in 1717 one Robertel de la Noue was sent out to rebuild the trading post of the mouth of the Kaministiquia River. The Kamiskiwin Lake was first known as the river of the Assiniboines and these as Trois Rivieres in 1688 from the fact that the two islands at its mouth generate its waters into three parts as they enter Lake Superior. Rainy Lake was also known as the Lake of the Crists or Cristineaux Lake. The Fort built by De Noyan was at the western end of this lake or on the banks of the Tekamiwan or Quaticoiq River (Rainy River). The only known account of De Noyon's journey through Rainy River is contained in a memoir by the Intendant Begon dated 12th November 1761 and from this we learn that the spring following the founding of this fort the explorer set out by al Indians descended Rainy River to the Lake of the Woods. Regarding the incidents there is no doubt as to the identity of the stream "About two leagues after entering the river he says there is a fall, where a small portage is required and there are also two other small falls where portages also require to be made, and then we come to Lac aux Des otherwise called Assiniboines." The first fall mentioned in that which breaks the stream between Fort Frances and International Falls. The other two are Manitou Rapids and the Long Sault. The other end of the Lake of the Woods according to Indian report, there was a river emptying into the "Western Sea." The Marquis Quesat or Western Sea, had been the goal of French exploration from Canada almost from the founding of the colony. As the tide of discovery rolled westward, the elusive Western Sea receded before it. Obviously the great body of water which the Indians described to de Noyan, and which Begon calls the Western Sea, was what we know today

as Lake Winnipeg. At a later date this Western Sea was sought for far to the west and southwest across the great plains and over the Rocky Mountains, and it remained for Alexander Mackenzie to finally prove what a vast continent lay between the St Lawrence and the true Western sea.

No further attempts at western discovery appear to have been made until the year 1731 when Pierre Gaultier de la Verendrye began the long series of explorations in which he was to devote the remainder of his life. He set sail from Montreal on June 8th of that year with his three sons Jean Baptiste Pierre and Francois his nephew La Jemeraye and a party of soldiers and voyageurs about 50 in all. They reached the western end of Lake Superior towards the end of August. Under De Noyon and Le Noyn Le Verendrye had decided to follow a new route to the west by way of Pigeon River what was later known as the Grand Portage route because of trouble with his men he sent his nephew ahead with a small party while he with the remainder wintered at the Kemistinonin La Jemeraye got through to Rainy Lake and built a post which he named Fort St Pierre, in honor of the leader of the expedition on Rainy River near the place where it leaves the lake of the same name. The Fort stood on what is now known as Pither's Point. On June 8th 1732 La Verendrye with his men set out for Fort St Pierre taking over a month to traverse the intricate chain of small streams and lakes with their numerous portages connecting Lake Superior and Rainy Lake. After a short rest at the Fort the party again escorted by 50 canoes of Indians descended Rainy River to the Lake of the Woods crossed the lake to what was for many years later known as the North West Angle Inlet and built Fort St Charles on its southern side. This was the first trading establishment in fact the first habitation of white men ever built on the shores of the Lake of the Woods. We need not enter into any further details of La Verendrye's travels although they form a fascinating story. Suffice it to say that on June 8th 1736 La Verendrye's eldest son and 19 Frenchmen, set out for Fort Michillimackinac laden with furs and provisions for the furnished manbers of the expedition. But on an island some 25 miles away the whole party was murdered by a band of Sioux who had been led to believe that the French favored their rival tribal enemies the Crees. The island situate in the Lake of the Woods, has ever since borne the sinister name of Massacre Island. Some years ago the authorities of St Boniface College organized an expedition to discover the exact site of Fort St. Charles but after much searching found it together with the bones of young La Verendrye and his companion Father Aulneau. The remains were removed to the College and a pamphlet describing the work of the expedition was published which is well worth perusing.

The route to the west by way of Grand Portage has been mentioned Four main causes points were responsible for the abandonment of this route by the Nor'westers in favor of that by way of Grand Portage until the former was rediscovered by Roderick Mackenzie of the North West Company in 1796. The first mention of the Grand Portage route is contained in a letter by an officer named Bonfil, who, referring to a proposed trading establishment on Rainy Lake says. The best route to go to the proposed establishment would be by a small river named Du Nantekouagane (or Nanikouagina) which is about seven leagues from Kamhistiguya. The small river referred to was that now known as the Pigeon River and the only one of the afterwards famous Grand Portage Route. La Jemeraye nephew of La Verendrye was the first white man to penetrate from Lake Superior to Rainy Lake by way of Grand Portage. La Verendrye does not say in his journals why he adopted this route but probably he had learned from the Indians that it possessed some advantages over the Kamistiquia. In any event he had his men named it altogether during the many years that he was an

gagné in exploring the great western country. The same route was followed by other French explorers and traders down to the close of the period of French rule in Canada and it was adopted by the British fur traders in their principal through-route until 1821. Besides in connection with the international boundary drove the officers of the North West Company to search for other routes more to the north.

The history of the re-opening of the Kaministiquia route originally discovered by De Noyon in eastward navigation. Towards the end of the eighteenth century it having been found that Grand Portage was too late since the principal establishment of the North West Company was on American territory a determined effort was made to discover another route further north. Edmund Umfreville was sent to explore the country west of Lake Nepigon in 1784 and actually found a practicable route which will be referred to presently. In 1788, however Roderick Mackenzie returning to Grand Portage from the west, essentially learned from a party of Indians of a water communication running from Lake La Croix to the north of the Kaministiquia route. He followed it to Lake Superior and on a result the North West Company moved the establishment from Grand Portage to the mouth of Kaministiquia where Fort William (the old Fort Camin stagoia) was rebuilt sometime between 1801-5. Up to the time of Mackenzie's discovery or rediscovery of the Kaministiquia route, it seems to have been unknown to the North West Company.

The third route from Lake Superior to Rainy Lake or Rainy River was by way of the St Louis river. It is not known definitely when this route was first discovered or used but in an unpublished memorandum by David Thompson, for many years astronomer and surveyor of the North West Company and later astronomer and surveyor under the sixth and seventh articles of the treaty of Ghent, in particulars that the route by way of the St Louis river Vermilion river and Lake Namakan was a thorough fare of the fur traders before 1783.

These three routes, by way of the Kaministiquia Grand Portage and the St Louis River led to Rainy Lake and the Lake of the Woods. The fourth route was farther to the north and led to Lough Rainy Lake in the Lake of the Woods. It ran from Lake Superior up the Nepigon River to the lake of the same name then westward by various rivers and lakes to English river and down that stream to the Winnipeg river. It was discovered by Umfreville in 1784 and although a practicable route was never much used by the fur traders.

Here let me pause for a moment to call attention to the wonderful daring and ingenuity of the men who traversed the streams of miles in birch bark canoes and over long and hard portages. They thought nothing apparently of leaving their homes for months and even years, to make these journeys. We who travel today in powerful steam vessels beautiful parlor cars and comfortable automobiles would well hesitate at making even a single voyage involving the hard ships which travelling at that time did. It may be of interest to give some description of the canoes used in those days, and how they navigated the turbulent water courses Peter Grant, of the North West Company in his account of the Saulteaux Indians and of the fur trade in the Lake of the Woods region gives the following description. He says

The North West Company's canoes measured with five men merry about 25 feet long. They seldom drew more than 15 inches of water and go, generally at the rate of 6 miles an hour in calm weather. When arrived at a portage the bowman jumps nimbly into the water to prevent the canoe from touching the bottom while the others tie their straps to the packages in the canoe and swing them on their backs to carry over the portage. The bowmen and steersman carry their canoe on their from which the middlemen are exempt. The whole is conducted with astonishing exactitude a necessary consequence of the enthusiasm which always attends their long and perilous voyages

It is pleasing to see them when the weather is calm and serene and filling in their canoes singing in chorus their simple melodious strains

and keeping exact time with their paddles which effectually baffles their labors. When they arrive at a rapid, the guide or foreman a bad none is to explore the waters previous in their running down with their canoes and according to the height of water they either lighten the canoe and carry overland, or run down the whole load.

It would be astonishing to an European observer to witness the dexterity with which they manage their canoes in these dangerous rapids carrying them down like lightning on the surface of the water. The bowman supported by the steersman dexterously avoids the stones and shoals which might touch the canoe and dash it in pieces to the almost certain destruction of all on board. It often baffles their skill when the water is very high to avoid plunging in looming swells on the very brink of the most tremendous precipices yet these bold adventurers rather run this risk for the sake of expedition than lose a few hours by transporting the cargo overland.

When they are obliged to stem the current in strong rapids they haul up the canoe with a line on hands pulling along shore and sometimes wading through the water up to their middle among sow nags with resolution in the stern of the canoe. In order to keep it in the proper channel this part of their duty is always successfully panied with much labor. When the wind favors, they always carry sail and in a fresh gale will generally go 8 or 9 miles an hour.

John Johnston in his "Account of Lake Superior" describes the method of making a portage. He says

"Carrying the canoes, goods and provisions (across a portage) is done by means of leather straps or thongs the middle of which is broad and fitted to the forehead of the carrier. The load bale or piece is tied as nearly as is a little above the reins, the second is lifted over the head and deposited, without tying on the first, and like loaded the engages as they are called trot off to the place enough for a deposit, which they call a pose, and which in large portages are from 2 to 2 miles apart. This they repeat till the whole is transported they then set off for the canoe which they carry on their shoulders. They so go on till night, only stopping once for their usual end some or twice to lighting their pipes. The packs are from 80 lb 120 lbs weight and one is not looked upon as a man who cannot carry two there are many who can take three and outrun their fellows. This is the mode of carrying all over the North West."

Reference has been made to the fact that the Grand Portage route was abandoned by the North West Fur Company when it was found that Grand Portage had become American territory. The story of how the international boundary between Canada and the United States between here and the Lake of the Woods was fixed may be of some interest. On November 30th 1722 Richard Oswald on the part of Great Britain and Messrs Benjamin Franklin John Jay and Mr Ry Lewrens on behalf of the United States signed at Paris a provisional treaty of peace between the United States and Great Britain. It acknowledged the Independence of the United States. Article II provided

That (in order that) all disputes which might arise in future on the subject of the boundaries of the said United States may be prevented it is hereby agreed and declared that the following are and shall be their boundaries viz from the north west angle of Nova Scotia thence through Lake Superior northward of the Isles Royale and Phillipeaux, to the Long Lake thence through the middle of the said Long Lake to the water communication between it and the Lake of the Woods to the said Lake of the Woods thence through the said Lake to the Woody to the most northwestern point thereof and from thence on a due west course to River Mississipi.

On September 3rd 1783. David Hartley on the part of Great Britain and Adams, Franklin and Jay on the part of the United States, signed at Paris the definite treaty of peace. This treaty is commonly known as the Treaty of Paris

Owing to the maps and other information available at the time of the drawing of the treaty being erroneous in many particulars, this treaty instead of preventing disputes was exceedingly fruitful of them, and several times brought the two nations to the verge of war. The result was that practically the whole boundary line was at various times the subject of treaties with the United States, and invariably Canada got the worst of it.

On December 24th 1814, Great Britain and the United States signed at Ghent the treaty that closed the war of 1812. The treaty provided for a determination of the boundary from the water communication between Lake Huron and Lake Superior to the most northwestern point of the Lake of the Woods. In 1822 surveyors were instructed to ascertain the position of Long Lake or if no lake of that name could be found to determine the chain of waters supposed to be referred to under that name. In October 1824 it seemed likely that Pigeon River and Rainy River would be a source of the boundary line but no Long Lake could be found, but the British Commissioner ordered surveys of the route by way of the St Louis river and the United States Commissioner ordered the exploration of the Kaministiquia River.

The Commissioners were unable to reach an agreement as to the line from Isle Royale to the Lake of the Woods. Barclay the British Commissioner claimed that the channel run from Isle Royale southwesterly to the head of the Isles thence by way of the St Louis and Vermilion Rivers to the Grand Portage canoe route, and thence by the route to the Lake of the Woods. Porter the United States Commissioner contended that the line should follow the Kaministiquia canoe route to its junction with the Grand Portage route and thence by the latter to the Lake of the Woods.

The treaty of 1783 defined the boundary as before mentioned, as passing northward of the Isles Royale and Phillipeaux, to the Long Lake thence through the middle of said Long Lake to the water communication between it and the Lake of the Woods etc. Barclay therefore contended

(1) That the St Louis River an awarded the description of Long Lake, as it contained a lake expansion at its mouth.

(2) That it was an ancient commercial route we all the others were comparatively new.

(3) That the St Louis river was more navigable than the others.

(4) That on many old maps I was described as The Isle or St Louis river."

(5) That the boundary spoken of in the treaty was "through Lake Superior" and it was a fair deduction that it should run through to the end as otherwise it would not run "through Lake Superior."

Porter the United States Commissioner claimed

(1) That Long Lake was Long Lake"

(2) That it could never have been intended that the boundary as described in the treaty should form a great arc simply to take in a small portral Island and one Isle Royale but that it had intended to run the boundary as near as straight to the mouth of the Kaministiquia river

(3) That the Kaministiquia provided continuous water communication which was not the case with the other routes

The matter continued unsettled until 1842 when Lord Ashburton wrote to Daniel Webster then Secretary of State for the United States, proposing that the line be taken from a point about six miles south of Pigeon River where the Grand Portage commences, and continued along the line of said portage to Rainy Lake the route in remain common to both parties. On the 27th of the same month Webster replied that he was willing to agree on a line following the Pigeon River or Grand Portage route to Rainy Lake, it being understood that all the water communications and portages should be free and open to the use of the subjects and citizens of both countries. Ashburton accepted these terms and they were incorporated in a treaty and the matter was then finally settled.

Almost all the trouble involved in definitely fixing the position of the international boundary line arose by

resence of errors in the map used in the drawing up of the treaty. This map knows as Mitchell's map showed a large stream emerging from Kabby Lake into Lake Superior and the negotiators naturally chose this stream as the most natural and convenient to form the boundary. But for the geographical error the boundary line would most certainly have been drawn in the head of Lake Superior thus giving the St Louis River to the entire and thereby to the Mississippi River. As the treaty was naturally drawn it provided an impossible boundary line if Pigeon River was intended as the line would not be carried through the Lake of the Woods and due west to the Mississippi River. The Mississippi River on Mitchell's map appeared as having its source far to the north when in a matter of fact its source is due north of the Lake of the Woods.

The inclusion of Phillipeaux Island in the boundary description also caused much confusion. On Mitchell's map Isle Royale was either indicated twice under its own name and again under the name of Isle Phillipeaux or else Isle Royale was not indicated at all. On some of the Pre Island was indicated as Isle Phillipeaux. There was a similar confusion of Michipicoten Island which appeared as Ile Maurepas and again as Pontchartrain Island.

Regarding the "Long Lake shown on Mitchell's map there can be no doubt of its identity with the present Pigeon Bay. The large stream shown as flowing out of Kabby Lake was in reality Pigeon River a comparatively small stream which as we now know does not flow out of Kabby Lake.

It is interesting though probably unprofitable to speculate as to what the consequences would have been had either the St Louis river or the Kaministiquia been chosen as the boundary. In the latter case, we would have had the United States right at our doors. Mr McKay and the Mission Terminals would have been in the State of Minnesota and the building of our Canadian railways in all British territory to the west would have been a much more complicated operation than it actually proved to be. On the other hand had the boundary line followed the St. Louis river Canada would have been the possessor of the famous and immensely wealthy iron ore deposits of the Mesabi range in either case the history of this locality would have been entirely different. Mr Mitchell, whoever he was by preparing a map of a locality with which he was not familiar lost to Canada one of the richest areas of Northern America and helped to build up the City of Duluth in United States territory at our expense.

Reference has been made in the North West Company and a word as to the company may not be out of place. Whilst the Hudson's Bay Company was composed mainly of Englishmen or at any rate men living in England the North West Company was composed of men living in Montreal principally Scotchmen as is evidenced by the surnames. Many mentioned in connection with its affairs. They were active competitors of the Hudson's Bay Company, and it would be imagined that with men of the type of those employed by the rival company, competition would soon develop into active warfare. It is not my purpose to go into the history of this warfare. It is a long and exciting story and Fort William figured many times in the battle field. But to make a long story short Lord Selkirk feeling required a controlling interest in the Hudson's Bay Company attempted to found a colony where the present City of Winnipeg stands. His failure as a whole as complete as it never had yet it is not too much to say that out of his efforts and struggles the present Northwest—so far as its agricultural potentialities are concerned had its beginning. Through this his struggle with the North West Company he well known. Dalmatia of his he called himself to die, and the two companies were amalgamated and the Hudson's Bay point was immediately moved from Point de Meuron to Fort William. Point de Meuron which lies just above the west limit of Fort William was so called after Col de Meuron the leader of a Swiss regiment, brought out by Lord Selkirk which shattered at that spot. The change to Fort William took place in 1821 and thus 101 years ago Fort William again became the headquarters

of the great fur trade of the west.

It was about 1805 that the Fort at the mouth of the Kaministiquia river was rebuilt and named Fort William in honor of the Hon. William MacGillivray who died in 1825. It remained but a Fort, however until the early seventies. In 1858 the Hudson's Bay Company was compelled after long and strenuous negotiations, to sell out to the Canadian Government the whole of this great North West territory which it had governed for almost 200 years. In fact for the whole governed well, but the time had come for a change, and the pressure would be long resisted. Thereafter the Canadian Pacific Railway was projected and built and the very modern history of the District commenced.

There are many other interesting events which had the time would be detailed. The founding of the Indian Mission of Fort William in 1832 the landing of Lord Wolseley's expedition at Prince Arthur's Landing (now Port Arthur) and its toilsome and perilous trip up the Dawson Road and the Kaministiquia River to Fort Garry the building of the Dawson Road the surveying and building of the Canadian Pacific Railway the commencement of the great Canadian National railway system which was really initiated by the building of the old Port Arthur Duluth and Western Railway the great fight between Ontario and Manitoba to determine whether we should form part of Manitoba or part of Ontario all these have their interest to one who is desirous of knowing the history of the past and of understanding the present but they are recent events well known to you all.

I have merely skimmed the surface of the history of this District. There is a wealth of material which can be drawn upon each seven day as Gough, some writer of ability able to clothe the story in fitting words will prepare a history recording these events a story which will rival any of Parkman's works. These few fragments of history arouse much interesting speculations. This territory was once French. Wrested by England from France a large part of it currently occupied becoming American territory. Had it remained French or had it become American the history of Canada and the history of each and every one of us would have been entirely different. Had not Mitchell's map been declective our territory to all likelihood would have extended to the St. Louis River which separates Minnesota and Wisconsin and the City of Duluth would have been on Canadian soil. But even as it is we have a wonderful land. Providence has wisely ordained that no part of the earth shall lack some blessing being why loves to call it his country. The Esquimaux in the north the negro in the heart of Africa the South Sea Islander on the little island ring in their native land believing that it is the favored land above all others. But loving all over the troubled world of today we know that we have that favored land in Canada and we can deeply appreciate the feeling of the poet when he says

There is a land of every land the pride
Beloved by Heaven o'er all the world beside
Where brighter suns dispense serener light
And milder moons impurpled skies at night
A land of beauty virtue valor truth
Time honored age and love exalted youth
Oh there will died, where'er thy lot elope roam
That land thy country and that spot thy home

Pioneers of Paipoonge

Written by Mr. [illegible] Hunt, on the occasion of his daughter Miss Hanna, who read it at the Women's Institute

As far as I have been able to gather the first pioneer in Paipoonge was Mr. Pattock who built a very comfortable log house on Lot 1, Concession 2 in 1833. This house was burned by a grass fire. In 1833 a man whose name I have been unable to ascertain was located for lots 7 & 8 and 9 concession 3 south of the river, lot 7 was of one thing occupied by Fred Smith & son in law of Mrs. Alex Crawford and at present is occupied by Mr Gerald Lake. 8 and 9 are now owned by Campbell Henna. The first location once undertook to find his location and brought on one end grubber and shovel and began operations just west of what was known as the South bridge over the State River between concessions 2 and 3 and a few rods south of the road allowance. Resting the facility of working on level which night and he like an returned to Fort William, leaving his tools behind him. These were found about 1887 by James Simpson, the locatee of lots 16 and 17 concession 3. William Brock bought the rights & this property in 1887.

In May 1887 the family settled on what is at present my home in the fall of 1887 the late James McGregor and Fred Gammond filed on their location on Concession 5. In 1888 the late Henry Parsons, located on what is now the Pettill and Giles farms and James McGregor and Fred Gammond moved their families out to their locations. In 1888 John McLaur and his son Angus H. and resided on Lot 11 concession 5 where Mr McLaur lived for many years. During the first summer my father's family resided on the location there was only a resident in what is now known as the State River settlement. The only neighbors were was the arrival of my father on Saturday night having walked from the Seaver mine 8 miles distance after working six full days and a quarter of a day overtime in the evenings for four evenings a week. Hours were fairly numerous, prairie chickens were plentiful, wolves were then unknown, but arrivell from the north about 1889 from where they followed the red deer which kept company with the moose for their mutual protection. For some years there were no roads and trips born could meet only by travelling through the burned over logs and jump from one to the other across the sloughs.

I have heard my father tell of a visit of Mr Margach Crean Innes agent accompanied by the late Alexander Crawford in 1888, another visit or was W. H. Piper who took up Lot 1, Concession 1. Mr Kirby an English Church minister at West Fort William was treated and stayed to dinner as I recall a dinner. The baker's bread was all gone and my father insisted he would not lose two days to go for bread as Mr Maude my eldest sister and he ate sponge but something went wrong and the bread was its heavy eat and said the hardest crust ever produced in the State River Settlement. It is only fair to say that Maude was only ten years old and not putting on bread making. A few days later they went to Fort William for supplies with Frank and Bright and a two wheeled cart. The road that crossed Newton's creek, just west of the State River and crossed the State River on the south road of Concession 3 thence along the blind line and concession 4 to Concession 5 then Lot 7 it made an 8% survey to the north going nearest the foot of two mountains, and finally arriving at Pigeon Mountain ridge. After crossing this we came to the Point De Meuron farm house, then occupied by the late Alexander Macdonald and his wife, who recently died in Fort William. These people were a blessing to the very early pioneers as a rest for a meal and bread with a lunch and a cup of tea for which many pioneers in State River were thankful.

In 1885 the late James Tomlin was sent to make trails for the settlers by the Neebing council from the State River west to Caldwell north to J. M. Hasta and south by way of John McLaurs and James McGregor's toward Fred Gammond's. When I recall how the settlers, without roads and yet their teams through what was almost bottomless sloughs and the perseverance displayed by almost all of the pioneers and then look at the road now on which the settler can reach Fort William in 30 or 40 minutes, in perfect comfort I am amazed and delighted. Those faithful pioneers are deserving of at least kindly remembrance. There are many who might be mentioned but must be left for some future occasion. I must not close though without mentioning a few of those who paved the way for the Steve River of today, chief of whom is the late Ephrem Oakley and his family, John McGarva and the late George King. Later came Thos. Miller senior and his family from Simcoe County and the late Robert Hall and Dan MacGregor while further south and very much isolated Francis Zimmerman with a young family stayed with the job under very severe handicaps. I cannot give much and every settler according to date of settling air and pioneering have missed many who ought to have been mentioned.

The winters of 1892 and 93 had very heavy snowfalls a team crossed in safety the Kam R. war at the lower railway on May 1st with two feet snow feet of timber. The weather then turned warm and kept warm the snow melted very fast the water in the Kam river came up so quickly that the ice was lifted out without rotting. This formed a jamb of thousands of tons of ice against the Point De Maurra bridge. John McGregor started for town arriving at the bridge about 8 a.m. The bridge was lifted off all but the end piers and was hulled away down stream at the middle. It was impossible to cross. Mr. McGregor set on the bank mourn and witnessed a panorama which excels anything seen in the movies

Alexander Lord Russell

By F. H. McKenzie

Among the most useful and loyal citizens of Canadian Pioneers and the Land Surveyors of the last generation and also of the most notable of these was the late A. L. Russell who died in Ottawa on June 11th 1922

Mr Russell fell naturally into the profession being a son of the late Andrew Russell who was some 50 years in the service of the Government and latterly as Assistant Commissioner of Crown Lands. Late life he was much in contact with the early surveyors and he always ranked these days of work and with such persons that he was credited by them as being the father of astronomical surveying in Canada.

Lindsay Russell nephew of Andrew was a distinguished successor who took a great deal to do with the mapping of the Ottawa Valley and delineation of the early trails and the first he ran several explorations lines north and west from Thunder Bay and was associated with Simon J. Dawson in the exploration and construction of the navigable route from Lake Superior to Fort Garry which was the far west out of the Canadian Pacific Railway. Later in the 70's he conducted the trigonometrical survey over the prairie province to determine the principal meridian which governed the detached subdivision surveys and he afterwards became Surveyor General and still later Deputy Minister of Interior

The subject of our sketch was born at Kingston in May 1845, of which time it was the seat of government. He was educated at the High school in Quebec and early entered the Civil Service. As a consequence of the Trent affair and the difficulty with the United States, the Civil Service Rifle Corps was formed in 1861 and young Russell joined it at 19 and immediately distinguished himself as a rifle shot winning several first prizes. In 1866 during the Fenian Raid he was continuously on duty and passed 2nd class board of officers. A year later in 1867 he joined the Toronto Garrison Artillery and passed through the School of Gunnery and 1st class board of officers.

In 1869 he published a handbook of rifle shooting which was accepted as the authority in the art. In 1870 he accompanied Col. Wolseley to Fort Garry on the historic Red River military expedition and afterwards read an interesting paper on it before the Thunder Bay Historical Society. The expedition was unique as to transportation and commissariat arrangements and the Colonel was so impressed with the work of the Canadian Voyageurs that he incorporated a number of them in his subsequent expedition up the Nile in the futile effort to relieve Gordon in Khartoum. Later he once again met Governor Archibald from Thunder Bay to Fort Frances on the way to Fort Garry as the first Governor of Manitoba. Archibald's success was soon added by the famous treaties guide Ignace Mastoux whom the writer also knew well and found a gentleman his superintendent in his paper. A year or so later he was appointed leader or one of the survey parties for the Canadian Pacific Railway under John Fleming and was one of those who accompanied the famous Lake Nipigon tectonically became infirmity with speech of the pioneer residents at the earth country. Sir Henry de la Roche and Mr. Crawford of the H. B. C. in the Nipigon country. John Watt, a well known half breed voyageur. "Tchatta" a Christian native of high character who had an perfect a sense of direction that he was credited with having a transit theodolite in his head. The Railway surveys of this date were very unsuccessful and unfortunate owing to the absolute inexperience of the engineers in charge in this class of work and several men were lost in bush fires while the results were quite misleading

On April 16th 1873 he qualified as a Land Surveyor in Ontario and in the same year he was appointed one of two Canadian Surveyors to aide to the Royal Engineers in marking the boundary line the 49th parallel of latitude from the Lake of the Woods westerly and later he assisted his cousin Lindsay in the accurate triangulation survey for the determination of the principal meridians and base lines and it was at this period that he acquired that taste for precise work which was a hobby with him for the rest of his life. His work on these surveys was highly commended and mentioned in the reports of the Royal Engineers.

In 1876 he married to St. John's Cathedral Winnipeg Aurora Caroline daughter of Henry Codd a gentleman farmer of Ottawa. Three of his descendants of essence from home he shortly afterwards moved to Port Arthur where he had some property and started a general surveyor business in partnership with the writer He was a settler of Port Arthur up to within two years of his death and he aided in building a great deal of the present city as surveyed a member of sundry claims Indian Reserves rights of way for the Canadian Pacific and Canadian Northern Railways etc. etc.

His was for a time a busy council but also school trustee. He was the originator of the Current River Park and water power development and an enthusiastic worker in every scheme for the welfare of the city and district.

His military instincts of ll showed and in 1878 he was appointed paymaster of the 94th Algoma Rifles from which he retired subsequently with the rank of captain. At this period he showed again his wonderful skill with the rifle using the possible 7 consecutive bulls eyes at 500 yards and winning the all comers military aggregate. In 1882 he was elected captain of the Lake Superior Imperial Veterans. Inspected and favorably commented on by the Duke of Connaught. In 1884 he joined the home guards and was placed in charge of Dominion registration of Thunder Bay and Rainy River districts.

In 1898 at the age of 70 years he was the Civil Service Rifle cup in Ottawa with the record score of 9 consecutive bulls eyes.

Russell still persisted in survey work and in 1901 he was commissioned by the Ontario Government to make a detailed survey of Lakes Shebandowan and Greenwater in the northwest of Port Arthur. Miscaless some from this and Mrs Russell went through a very serious illness which finally ended fatally. He served here on the advice of friends to Ottawa, in leading to complete the draughting work in connection with this survey there. A few months before his death he met with a very serious street car accident from which he never recovered completely and he died six years recovered in his 80th year. Mrs Ross still survived him by only two weeks. An executor for the little estate is left to the writer's list to complete the unpaid of his last survey and he begs here to testify to the good courtesy shown him by the director of surveys and his staff.

Mr Russell is survived by three sisters—Mrs. J. B. Simpson of Ottawa Mrs Gethers Lamb of Belleville and Mrs Rae Reid of Keewatin. Formally vets. Only one son was here in this early to his married life who died in infancy.

A. L. Russell was a professional man to his finger tips. He had a great love for and belief in this country and his chosen city of Port Arthur and write he could with his record during the latter years of the 19th century and the many influential Ottawa friends were undoubtedly secured and filled a good position in the Civil Service or steadfastly set to work against the change. He saw the great future development which was coming and believed he could profit by it.

Like many professional men he was an artist in temperament and one had a surpassing contempt and hatred for modern business methods and the trickery and chicanery so often involved and he was extremely outspoken in his denunciation of them As a consequence he made many personal enemies. Although of Scotch blood he was absolutely devoid of thrift and his association with Royal Engineers and military men probably contributed to this characteristic. In

private life he was delightful hospitable generous, and possessed of a great fund of academic and considerable learning as a recreation. His private generosities were carried to a fault and were not always discriminating or wise. No lorning associate or veteran ever applied to Russell for help in vain and many of his 45 bills were spent on whiskey by the recipient instead of as the sick wife or child which was the colourable excuse for the appeal

Port Arthur showed gratitude for his public services. The papers published long complimentary articles and the same arose at different times and organizations to which he belonged made loans at appreciative and sympathy. It is to be hoped that a sum of 15,000 or more amongst whom he lived and worked for 40 years will practically do something more than this and that in connection with the historic monuments to be erected one of which will be placed by Port Arthur to some more effective memorial will commemorate his manifold work as a pioneer. The present generation has been so busy making money out of Canada's resources that they have given little thought to those at former generations who made the resources accessible and available. In all Canada for instance I think there is no memorial to the Verendryes, Hearne and none who opened up a trade route from Lake Superior to the Saskatchewan and from the Red River to the Rocky Mountains save to Thompson who carried the work on through the mountains to the Western ocean. Both died in neglect and save by and the passengers who ride today in luxury over the route they latterly have paid all they ever heard of Verendrye and of Thompson only because a river bears his name. The very agents which founded a new life the wilderness and hide him prepare the way for the toil line and advancing general one which follow and carry on his work is not a selfish spirit. It may lose effectually appears to all him of from the sympathy and fellowship of his kind. Russell was of this class. He had visitor without what he called today business capacity. With all respect for some at the great names of the day he was perhaps better without.

Russell imparted a rare social tuition and while not a particularly strong mayor he was a good traveller and a fair woodsman. His principal specialty was his wonderful eyesight which made him not only famous as a rifle shot but also an exceptionally good astronomical man. His seldom if never used a magnifying glass for vernier readings and his favorite instrument was a tiny transit theodolite which could be carried in the overcoat pocket. By repeating and reversing he did work with this little success once as I have never seen excelled with much larger instruments and without he was quick as well as precise in the rolling of his work. In was wont to use a prism of Iceland and a miniature protractor and could with 80 or 100 divisions to an inch. Precision and self-reliant work was a hobby with him and with a better and numerical education he would have made an exceptionally good observer. His love for instruments and precision was exhaustive and to our consolation I sometimes used to be chilled to call him down for devoting his time than to purely academic studies when more important issues were at stake. But his contempt in his work did not extend to his care of himself and while I do not remember that he ever had a serious accident he suffered much hardship and privation which a little more would have cost him both or he will go no other one night when we traveled the length of Thunder Bay together with a dog train and arrived at Port Arthur in the morning in rec ord time to the great astonishment of the mail carrier who had been held up by open water the day before. The ice we travelled on could not have been more than an inch or to to 3 inches and on this occasion at any rate our recklessness was successful if not good policy

Russell died painlessly in his bed He was a good and kind man. Requiescat in Pace.

For the Ontario Government Mr Russell made the following surveys

Flying survey of waters West and South at Twps near Whitefish Lake March 1884

Part Twp Counse—May 1884

Lakes between Arrow Lake and Agnes Lake on Hunter's Island—Dec 1897

Certain lands North of Twps Ware, Gorham and MacGregor—June 1915

Traverse shore of Lower Shebandowan—Sept 1917

Traverse shore of Upper Shebandowan—June, 1919

For the Dominion Government Mr Russell made the following surveys

1837—South outlines Twps 11-5 6 7 and 8-Pr North outlines Twp. 5-1 Fr Twps 7I and 2-Fr

1873—Outlines and subdivisions

1874 Outlines and traverse part Lake of Woods

1875 76—Outline work

1877—Parts of 2nd meridian and 3rd meridian and outline work.

1878—Outline work West of 2nd meridian

1879—Outline work and exploring Carrot River district

1880—Outline work West of 2nd meridian

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The Thunder Bay Historical Society

Fifteenth Annual Report

PAPERS OF 1923-24

The Thunder Bay Historical Society

Fifteenth Annual Report

Papers of 1924

Thunder Bay Historical Society

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JOHN KING—PRESIDENT OF THE HISTORICAL SOCIETY

Secretary-Treasurer's Report

MISS M J L BLACK

To the President and Members
Ladies and Gentlemen

I have the honor to present the following report as secretary of our society for the year 1923 24

We have a paid up membership of twenty all of whom attend the meetings most regularly

During the year there have been four meetings On Nov 15 we met at the home of Mr and Mrs John King when a paper by Mr J A McComber was read on Feb 15 we met in the library and had papers by Mr J Mackay Hunt. April 15 we met at the home of Mr and Mrs C W Jarvis when was read a sketch of Mr A L Russell and excerpts from the early files of the newspapers on July 11 we were the guests of Mr and Mrs Peter McKellar when we met Mr L J Burpee

The society's activities have not been confined to the above meetings for through the efforts of the president Mr King the plot in which is the Hudson Bay memorial was put in good condition and the care of it handed over to the Parks Board Negotiations are also under way with the Canadian National Parks Commission for the erection of a memorial in the Heath Street Park to commemorate the burning of the Grank Trunk Pacific and the movement of the first grain

It is with great sorrow that we have to record the loss of three of our members Mrs Bernard Rose Major Hemilton and Mr Fred Fregeau It was always a delight to talk to Mrs Rose and listen to her stories of early days in the west Mr Fregeau was always an interested and active member while in Major Hemilton we lost one who had been on our executive since our organization

We have received a number of reports in exchange and also a set of valuable photographs of the early boats the latter being given by Captain McConnell

All of which is respectfully submitted

M J L BLACK
Secretary

—oOo—

Receipts

Oct 1 1923—	
Balance in Bank	$ 58 75
Governmental grant	100 00
Membership Fees—	
Miss C Merrick	1 50
Mr and Mrs John King	1 50
Mr and Mrs McKellar (2 yrs)	3 00
Capt McCannell	1 00
Mrs Sherk	1 00
Miss Erma von Bocksiaele	1 00
Miss Rabb	1 00
Miss Black	1 00
F C Perry (2 years)	2 00
Mrs Mise and Mr Copp	3 00
A J McComber	1 00
Major and Mrs Hamilton (2 years)	3 00
Mrs F A Sibbald (2 years)	2 00
J J O Connor (2 years)	2 00
Miss Pamphylon (2 years)	2 00
Oct 1 1924—Total Receipts	$198 25

Disbursements

Canadian Historical Fee	$ 4 00
Printing	87 20
Minute Book	3 75
Wreath	5 00
	$109 95
Oct 1. 1924—Bal in Bank	$ 78 30
	$188 25

Fort William in Early Days

As Recorded in the Prince Arthur's Landing Sentinel

The Sentinel Prince Arthur's Landing.
Aug 3 1878

THE TOWN PLOT

On Wednesday we spent a few hours at the Town Plot and there noticed considerable change since our previous visit Quite a clearing has been made and we found a number of men busy on Lot 44 south of Gore street removing stumps to clear the ground for the Grand House Mr Is baster the contractor has the shop erected and is all in readiness to go on with the work. The material is to be since taken from our Thunder Bay quarries the dimensions is to be 600 feet having two stalls height to be 16 feet with of course raised roof the smoke stacks are to be made of sheet iron by French and Kennedy of this place We should judge the whole work will be a substantial job particularly as full confidence is had in the parties having the work in hand The location is at the Town Plot terminus of the Prince Arthur and Kaministiquia Railroad

We found Mr John Sullivan in charge of a gang of men engaged in laying the iron for the track the distance already reached being about three miles Unless an engine soon arrives as expected the lorrie and horsepower will be found slow work as distance is gained Large quantities of the rails are piled up and more constantly arriving

The only hotel open at the Town Plot is the Orillia House by Mr O Connor who evidently is doing a good business while buildings for other purposes are talked ahead including one for a store by Messrs Sireel of this place, who think of opening a branch store However as far as we could learn the town lots are not going off like hot cakes owing to the prices that are being asked

Around the government dock where the propeller Lake Erie was unloading iron there appeared to be considerable stir The whole place has a business look Not the least attractive spot is Mr Wallnutt's garden fully demonstrating what energy and proper attention can do It is evident that the soil is adapted to gardening purposes and by another season more interest will be shown in that direction

Passing homeward we found Mr Henderson's mammoth building converted into a boarding house and the First Hotel is closed having been purchased by the government to keep the reserve along the river Mr Hazelwoods fine house attracts the attention of all passers-by he lately having recently arrived, the premises are now occupied Mr H has been recently ill but his numerous friends will be pleased to learn that the climate etc has favorable influence and he is getting better

The Kaministiquia Hotel Messrs Ingalls and Knappin Proprietors east of the Town Plot, is doing a good summer business a number of tourists stopping there at present certainly the locality is a quiet retreat for a season and accommodations are satisfactory

Nearly opposite the hotel is the new store now being finished by the Messrs Nicholas for Mr McLaren lately arrived from Ottonagun and who proposes opening at an early date Mr Tait is now painting the store in the highest style of the art

Accompanied by J L Baker of the Northern Railway Toronto Mr Manly of Toronto Collegiate Institute and Mr C Baker of University College Toronto who were up by the Francis Smith on a pleasure excursion and spent Wednesday along the river we were shown over the premises at Fort William by the worthy manager, John McIntyre Recently a division has taken place in the stock of goods, the clothing and light goods now occupying a store near the entrance to the old one to the left The large stone building, erected eighty five

years ago, is used for storage purposes. The easiness regularity and above all the immense stock of first class goods astonished even our Toronto friends. While viewing the curiosities we saw an old Hurlock musket at Queen Bess make which would hardly answer for Black Hills service at present. The history of the early days of Fort William have historical events of interest that would be both amusing and instructive if properly placed before the public.

(Sentinel Sept. 7 1876)

TOWN PLOT AND VICINITY

Tuesday afternoon we visited the Town Plot. A month had made enormous change. The government dock and other places in the vicinity presented large piles of railroad iron. The Algoma was at the dock unloading. While there the train arrived and we noticed Mr. H. Ryan upon the cars. Immediately upon arrival a force of men were put to work to haul up again four cars that the powerful engine moves up the steep grade with ease from the wharf. We understand that Messrs. Purcell and Ryan have laid over 11 miles of tracks and keep daily progressing.

We found men busy unloading from the boat construction engine number 2, together with six platform cars. This engine like the one now in use is powerful and when once ready will be a great acquisition to the working of the road. Extending eastward from the dock, along the edge of the river for a few hundred yards the ground is preparing for the line, in order to lay track for more wharfage accommodation. Certainly there is a great need for more dumping room.

The next object of interest we visited was the Round House. This is located a few hundred yards back from the front end at the terminus of the P. A. L. & K. railway. We found a number of masons and laborers at work. The foundation is nearly completed and when built there will be ten stalls for as many iron horses. A large tank is being excavated and curbed in the round house for the supply of water to the engines. Some curious specimens of petrified wood have been taken out of the well as shown us by Mr. Young in charge of the tank sinking. Mr. Webster himself is absent but is ably represented by Mr. Alex. Fraser. Quite a large quantity of stone is upon the ground delivered by Mr. McDougall who has his quarry at the foot of Thunder Bay.

Since our previous visit Mr. Conley has erected a house on Brown Street and Mr. Finty is putting up a dwelling and bakery in the rear. Mr. A. Stevenson was busy building a sidewalk along said street. It is true that a month has not made any extraordinary change in the appearance of the place but the cause assigned is asking too much for the lots in market else. However we found Mr. O'Connor, Mr. W. W. Ireland and others all confident of a prosperous locality.

Upon our return we dropped into the Kaministiquia Hotel. Messrs. Ingall and Knappen proprietors. Here we found some excursionists. Quite a number of visitors to our shores the present season have sojourned for a time at the house and the landlord and landlady have won golden opinions. Among those there on Tuesday were Mr. and Mrs. Wild of Jersey City, N.J. and Mr. and Mrs. S. M. Thomas of Brooklyn, Ontario.

Passing in the new store almost opposite we found Mr. McLaren superintending the opening out of a new stock of goods. We must say his dry goods, ready made clothing, boots and shoes, groceries, crockeryware, hardware, etc. looked fresh and were tastefully arranged in his new store recently painted and grained by Mr. Tait's best style of the art.

(Sentinel April 12 1877)

TOWN PLOT AND VICINITY

Tuesday afternoon we handled the ribbons to Vigars' gay team and had a pleasant drive to the Town Plot where we found visible signs of progress. Mr. O'Connor of the Orillia House showed us around. He is busy building a new hotel on the corner of Railroad and Brown streets. We found men engaged completing the 700

feet dock of Messrs Oliver Davidson and Co The depth of water about thirteen feet

Returning to Railroad Street corner upon our left were to be seen the comfortable dwellings of Messrs Finlay and Conly and around a little to the right hand is a new building recently erected for Mr Ingalls Next is the Orillia House owned by Mr Ingalls and occupied at present by Mr Andrew O'Connor who keeps a comfortable hotel In the rear is a quantity of timber for Ingall's new wharf Near by is the large new two story building of Messrs Marks Bros which is being finished upon the ground floor for a general store and upstairs adapted for a public hall In rear of Mr Alex Stevenson's building, he has constructed a dock Along to the east are the comfortable residences of Messrs Ireland Wexford etc

Along the railway tracks are huge piles of steel rails ready to be removed when wanted A little to the northeast stand the store house and woodshed of the C P R and close by the Round House is progressing when completed it is to accommodate ten locomotives Further to the north are residences and boarding houses and Mrs Gremer's convenient buildings to be used for a grocery store and residence and the other as a Bowling Alley As we ascended over Jonnet down to the right is the government reserve while nearly opposite the mammoth building partially erected last year for a hotel is the Messrs Street Bros fine new store ornamental front nearly ready for occupation

Continuing homeward is the enclosure of the government whereupon is erected the fine residence of S Hazelwood Esq Chief Engineer P A Div C P R it is due to the truth to say that M H devotes his time to the affairs of his responsible position and is withal popular with his employees and neighbors

Arriving at the east of the government reserve we found the McKellar Brothers busy finishing the new two hundred foot dock for the consolidated line of Messrs Beatty and Windsor Company The depth of water 15 feet and frontage of property 600 feet (purchased from McKellar Brothers) where it is calculated that elevators for the handling of grain from Manitoba will be built At present the eastern terminus of the C P R does not come within a mile of the dock but the survey has been made along the river, and it is calculated to continue the railroad to this steamboat company's property

A short distance further brings to the Ingalls and Knappen dock which has been recently enlarged and these enterprising gentlemen have on hand several hundred cords of wood The Kamistiquia House Messrs I & K proprietors gained golden opinions last season has done a fair business all winter, and with increased advantages is bound to bid defiance to any rival in the district We next pass the store of Mr McLaren and found him as gay as a peach blossom having in full confidence in the great future of the new river enterprises entwith blending the occasional hits at the Thunder Bay Sentinel at that bar" and the narrow stream Well we admire pluck and would not wish to rob our friends of a particle of their devotion to the beautiful Kamistiquia

That scarcely seems to stray

Yet glides like happiness away

(Barring when covered with ice as at present and in a very dangerous condition)

We did not cross to Messrs Oliver and Davidson's Mill but learned that the hum of industry is to be heard filling up the mill door and sash industry overhanging the Jennie Oliver etc We learned that a good business had been done in the past winter in the sale of lumber and a superior quality of logs has been secured to run the mill when the weather permits

The sun had disappeared behind the western hills the shades of night were fast approaching and as the roads were a little heavy we had no opportunity to pay even a flying visit to Fort William However we understood that the worthy governor keeps his argus eyes around and that everything moves forward—quietly as it is one of the Hudson Bay Company's peculiar traits to keep their own counsels

(Daily Sentinel Feb 18 1883)

Judging from the trouble our neighbors of Fort William Town Plot are experiencing in naming their municipality there is something in a name after all. With a post office originally christened Fort William, the building of the North Shore line of the C P R and the large elevator near the old fort came the establishment of a post office near the latter place and some how or other the people to be accommodated succeeded in capturing the name "Fort William" rendering it necessary the those of the Plot as it was familiarly known to select an other name for their office. Neebing was chosen and after a while the department recognized and adopted the compromise. But that did not satisfy some of the residents of the future Chicago of the Dominion and again there was a christening. Fort William West being selected. Another year has rolled around and at the request of the C P R officials who state they wish to avoid confusion there is to be another change a transposition of words making the new official standard Westl Fort William. This last christening may avoid confusion among the C P R employees but to the outsider it must be productive of great uncertainty as to how to address letters to correspondents as it will take time to become accustomed to the change. Again it may mean that Port William is to be the town on the Kaministiquia, and West Port William is to become little more than a way station as the company is making all the improvements at Port William.

The Sentinel is thus partienlar in giving in the world the trials of a post master and the various aliases to his office. Port William alias Neebing alias Fort William West alias West Fort William so that confusion may be less confounded.

(Weekly Sentinel July 18, 1895)

LOCAL CHURCH HISTORY

OLIVER—The first step towards establishing the church in this township was the purchase of land on the 4th line on which was subsequently erected St James Church. This was in 1886. In July of the same year a block of six acres was purchased from John Baxendale as a site for a parsonage and grounds. The purchase money amounted to $60.00 of which $40.00 were received from Mr and Mrs G T Marks of Port Arthur. The Rev W C Kirby lately in Fort William is the present missionary in Oliver and he will take immediate steps with the Bishop's sanction to erect a parsonage.

WEST PORT WILLIAM—In August 1886 an acre of land was secured in this place for a church. It is on the north side of Victor Street and consists of lots 38 and 40. One half of the latter was a free gift from Mr Davidson and others were purchased from Mr Harvey. Work is under the charge of Rev E J Hagel

Memories of Fort William

By J McKAY HUNT

The road from Prince Arthurs Landing now Port Arthur was built by two gangs of men one under the late James Conmee MP and one under Thomas Woodside senior the father of the various Woodsides of Port Arthur The route was the same as now followed from South Cumberland Street, Port Arthur along Bay to Algoma and along to and on Lower Slough near the present Kam river thence along near the river to D elevator on to Gore street to the present Intersection of Brown Street. (I have not the date of the fore-going but I think that it was 1874.)

In 1884 the municipality of Neebing was formed including the territory now Port William. The C P R seeing it needed the water from along the Kam river bargained with the Neebing Council to hew out the forest and grade what is now Simpson street to Victoria avenna thence along Victoria to Syndicate and on to D elevator and paid the municipality three thousand dollars in cash in return for cloging the river bank road from McTavish to D elevator During this time James Conmee had a shingle mill in the village of Meatord With the burning of this mill he lost everything he had and it is said that he remarked "I have nothing to lose now so I am going to make some money" He did it splendidly I always felt his remark was a good one, and might well be adopted by anyone

With reference to the municipal organization of the area adjacent to the Twin Cities the first municipality was Shuniah and it was composed of the townships of McIntyre McGregor and Welcome Islands and Pie Island The townships of Neebing Paipoonge Blake Crooks and Pardee also Neebing Additional some times called McKellar ward of Neebing township with Islands 1 and 2 thrown in for good measure. Surely some township municipality reaching twenty miles or more northeast of Port Arthur to eight or two miles west of the Pigeon River bridge on the Duluth highway The reason for this large municipality was that there was a village sprung up on the shore of Thunder Bay Immediately after the landing of General Wolseley and his Red River expedition in the fall of 1869 A few years later the Federal government decided to build a rail and water route to Selkirk on the Red River Work on this started just opposite where the Queens Hotel at Westfort now stands and practically all money spent locally was spent at Westfort Thomas Marks was the moving spirit in getting a ferry boat to run between Fort Arthur and West Fort in summer and teams with sleigh with robes and blankets for winter to give the railroad construction men a chance to get a better sample of whisky and other commodities than Westfort handled This did not kill the bill as the men were very dry when they got off at Westfort and by the time they had a few drinks of Westfort Redeye Port Arthur was nearly forgotten Our friend Thomas Marks gathered G O F Clavel L U Bonin W C Doble and a few others and laid before them a plan to ask the federal government to extend the railroad from Westfort to Prince Arthurs Landing Mr Marks was deputed to go to Ottawa on this mission It failed Shortly after his arrival home Mr Marks fertile brain worked up another plan namely We will offer to grade the road bed and put ties thereon if the government would iron and operate it" His friends sent him back to Ottawa with this plan and it succeeded as the government thought that if these people are so enthusiastic as to spend a large sum of their own money they ought to be helped The road bed began at Brown street following the present roadbed of the C N R into Port Arthur within a few feet of Arthur street But alas where are the monies to come from We have no municipal organization The provin

cial goveromeot were selling the lands of Weigandsville Sills farm etc for 25 cents per acre so it was necessary to take in an enormous area to sell bonds for $70 000 00 to grade and gal ties on this seven miles of road Hence the territory included in the original municipality of Shunnah They tried to take in Oliver township also but even at that early date there were some wise heads in Oliver such as Owen Duross and his sons and a very few others who declined to be drawn into the net and to avoid it Oliver applied for municipal organization by itself in 78 or 79 In 1892 I was coming from Montana I was leaving Port Arthur on the Steamship Campana Capt John McNabb Port Arthur had no way of finding when the train would arrive so we sailed and getting out perhaps seven miles saw the train pulling in This captain turned back and docked and received a considerable number of passengers I remember some women and children whom I had known at Owen Sound and I also recall a few of the Port Arthur people on that trip There were John Sills senior James Conmee William Clarke druggist all since dead

The delusures spoken of were divided at the division of the original municipality of Shunnah In the session of parliament early in 1884 Port Arthur was carved out of McIntyre and became an incorporated town with Thomas Marks as the first mayor Their first meeting was in May 1884 At the time of the incorporation of Port Arthur Neebing municipality became incorporated containing the Townships of Neebing Neebing Additional Paipoogo Blake Crooks and Pardee while Shunnah had the remainder of McIntyre McGregor the Pic and Welcome Islands In 1893 Fort William became incorporated as a town with the late John McKellar as mayor

The first C P R boat arrived about May 12 1884 This was the Algoma with Captain Moore in command During this summer the Alberta had two serious collisions and went in Detroit drydock The Magnet took the place of the Alberta while away the first trip with Capt Peter McNabb in charge the second trip the steamer Spartan took the place of the Alberta with Captain Alexander McLeod in command These boats the Magnet and Spartan were side wheelers and wood burners and had to go to John McLaurins dock for wood The Spartan on her last trip down the river ran surprisingly fast The late Archie McKellar was standing at the gate of the McKellar home near the river and seeing the Spartan remaining in one spot he hurried down when lo and behold the Spartan was hard on aboard where the lower end of the Cold Storage Plant of Gordon Ironside & Fares stands Just as Mr McKellar arrived a prominent citizen from Port Arthur who seldom came to Fort William arrived and said to Capt McLeod You did it pretty well It was alleged that the captain had been instructed by some Port Arthur people to run the boat aground to convince the C P R. and the government that it was useless to make the river a reasonable harbor

At the time of this so-called Spartan accident I was the C P R policeman and was shortly aboard the Spartan which was pulled off by the C P R laying nearly a mile of track and getting three locomotives hitched together and to the anchor chain of the Spartan while the Steamer Ocean and Tug Salty Jack were also pulling on her and not a move did they get until all load at the front of the Spartan had been transferred to the stern It surely was done well

Port Arthur History

As Culled from Early Numbers of the Daily Port Arthur Landing Sentinel

(Sentinel Oct 5 1875)

HISTORICAL

One of those pleasant occasions that cause the Social Heart to revive pleasant memories came off at Mr Moffatt's residence recently when a number of our principal business men came together The entertainment was unexceptionable and after dining toast and sentiment ruled a brief period The reminiscences of Mr Moffat and Mr Dawson were very entertaining The former said on rising at the head of the table

Perhaps a few remarks from one who claims to be a pioneer may be of interest while referring to the opening up of this once distant section of our beloved Dominion now distant no longer and the first link that unites the rich and beautiful Province of Ontario with the thriving valley of the Saskatchewan and eventually with the prized regions of British Columbia These new provinces will in time be the homes of millions of our fellow citizens It must be five and twenty years since the first mention was made of a railway that would unite the shores of the Atlantic with the Pacific running through British territory The scheme was considered so Utopian that it met with little favor from the public

The best efforts of a few men of ability inwards breaking down the barriers of a monopoly so long held by the Hudson Bay Company was so far successful that in 1857 our Chief Justice was sent to England by the Government of this country to consult with the Legal Advisers of the Imperial Government as to the legal points bearing on the question of issue in this state of the case early in the spring of 1858 to ask the Government as well as the Sandwich exhibition to extend the trade with the Great West that a deputation consisting of several leading merchants of Toronto waited on the Governor General to obtain the assent of the Government to the formation of a Company about being formed to open up the distant territory of Lake Superior and establish a Mail Route through in the Red River Settlement on the understanding that the Government would aid the project in the shape of a subsidy for the carrying of Her Majesty's mails

The deputation was well received and the Government undertook to promote the project in the way suggested and giving it every encouragement which so estimable and praiseworthy an undertaking deserved A company known as the Rescue company was organized and one of them the speaker was elected and still confesses to be president for although hardly used in a variety of ways that Company still exists

An exploring party under experienced guidance was soon sent to Lake Superior and after much and anxious consideration the PRESENT SITE OF PRINCE ARTHUR'S LANDING was pitched upon as the most desirable leading location for landing a clearing of some thirty to forty acres was made a wharf built for landing stores a large warehouse with cottages for the explorers was erected and a waggon road towards Dog Lake was started but was done that could be expected under the difficulties experienced in that early time and the mails were carried with a regularity not surpassed even in these days of railways and steamboats In the spring of 1862 just as orders were being given for a fleet of ships of light draft of water suitable for navigation of the shallow lakes and rivers west of Dog Lake the government transferred the mail subsidy to another company and this without any notice whatever or any cause of complaint It was known that the government of the day was far from strong and it was felt so violent a breach of good faith must be owing to the exigencies of party which required the aid of votes to maintain its

position The company had spent largely with the full knowledge of the government whose leader more than once told the President to go on and the company would never cause a cop per with it They had in fact their steamer the Rescue at a great sacrifice in the summer the bush fires burnt down their buildings and left scarcely a trace of waggon road and in time the ice carried away their piers Some time afterwards a settlement of accounts was arrived at by a subsequent government when a large balance was admitted to be due the Rescue and which would be a charge on the right of way to be paid for by any company that would succeed it Matters remained in this state until public opinion compelled the government to take action when in 1883 our present worthy member in the Ontario legislature was selected to take charge of the undertaking and after whom the route is now called He selected the same location for his lines thereby confirming the judgment of the Rescue Company and all who will take the trouble to look at the position at Prince Arthur on the map will admit that it must ultimately be a large commercial centre and the depot of the vast mineral wealth of the Lake Superior region The site of Prince Arthur for a city cannot be equalled in the Dominion its gradual rise from the water its natural terraces from which you have the view of the noble bay and magnificent mountains cannot be surpassed

(Daily Sentinel Jan 16 1889)

PORT ARTHUR

This important town was first called The Station In 1870 when General Wolseley came up the lakes with troops on his way to Manitoba to the Chicora Capt McLean On board also were Mr Tom Marks the extensive merchant of Port Arthur and Mr William Murdock who with his staff were about to define the lots of the present C P R Passengers and goods were then lightered ashore there being no docks Upon leaving the steamer General Wolseley asked Mr Marks the name of the place and on being told said We will call it Prince Arthurs Landing The name took readily among the 200 inhabitants and held till 1874 when the municipality of Shuniah was created and officially fixed the name which so remained till 1883 Then the C P R being under way the name was changed by their wish to Port Arthur supposed to be partly as a compliment to Prince Arthur and as a companion to Port Moody the Pacific terminus The name of the post office was also changed and in May 1884 when the town was incorporated the name was finally and formally adopted

(Port Arthur Sentinel May 20 1888)

PORT ARTHUR'S PROGRESS

In 1856 Robert McVicar crown lands agent the first white settler built the first house near the present corner of Arthur and Cumberland then covered with heavy timber

Fuel trading post was founded by Messrs Marks Bros

Town was surveyed in 1872 original town containing only 634 acres

1871 population 1000 doubled in 1872 Business houses numbered 90

In May 1882 the C P R changed the name to Port Arthur in that year the port returns gave 868 vessels inwards at half a million tons with 282 thousand tons freight

1886 local exports amounted to over $317 000 in fish fur silver and gold ore concentrates building stone etc

Some Early History of Thunder Bay and District

By A. J. McCOMBER

The history of Canada teems with stories of adventure and romance. Twenty years and rebellions in its short life provide ample material for a chapter that ranks second to none in the story of the nations. How Canada came to be opened up to civilization what the motives were which impelled first the French and then the English to spend their blood and treasure in battling for it what lure drew the brave explorers ever further westward... provide a fascinating study for those who love to read a stirring tale of adventure and romance.

We who reside at the head of Lake Superior were prone to imagine that this locality played no part in this splendid drama and that our local history dates back but a few years. Never was there a more mistaken idea. True that history is not old compared with that of the nations of the Old World...but yet it is not a story of yesterday. For years the head of Lake Superior was the gateway through which streamed the discoverer—the missionary—the adventurer and the trader each seeking in his own way and for his own purpose the great and mysterious Northwest.

When I say that our local history is not old I refer to what might call the history of the French and English regimes. But long before these and long even before Columbus sailed on his voyage of discovery the Lake Superior region had been the dwelling place of a people of whom we know little indeed but whose claims to a certain amount of civilization cannot be denied. We only know that they existed because they have left records of their existence behind them—not written records it is true—but records nevertheless which have lasted even to our own days. The Mound Builders so far as we know were the first inhabitants of these shores, and some scientists have declared that at least a thousand years have elapsed since they first visited Lake Superior. Even the Indians have no record of their existence. They left their mounds in the country south of the Great Lakes and even along Rainy River as mute testimonials of a lost race.

These people knew the use of metals, and the art of tempering copper, and their workings have been found on Isle Royale that part of the United States which, on a clear day, you can see from the shores of Thunder Bay. There generations before the civilization of Europe knew that there was such a place as the American Continent, they labored extracting copper from the earth and fashioning it into rude weapons and there they left their tools when for some mysterious reason they disappeared from the face of the earth. Whether they carried off by some epidemic whether they were slaughtered by some more vigorous people we know not but we do know that they once inhabited this region that they labored and disappeared.

The history of which I wish to speak however is the more modern history of this locality. How did it come about that Fort William was selected as a trading post, who was the first white man to look upon Kakabeka Falls, what name did the Kaministiquia River bear besides the one we know so well? These, and similar questions should be of interest to us not only because we live here, but because the answers to these questions are an indication as in the case of other localities that here the trader and the Indian of the past in the uncanny way in which they seemed able to detect such things saw that nature had of this point planned an advantageous spot where east and west could meet and do business. If we look at a map and note the towns and cities scattered throughout Canada and the United States we are struck at once by the fact that at

most every instance where the discoverer and the trader selected a site for a fort or trading post there a large and prosperous city has risen. Quebec, Montreal (the old Mount Royal), Detroit, Sault Ste. Marie, Duluth, St. Paul, St. Louis are a few of the names which occur to one's mind at once. It is a happy augury therefore that the man who first established a post on the Kaministiquia River was one of those adventurous spirits who sought to divert the fur trade of the northwest to this canal and who was bold enough to enter into active competition with the Hudson's Bay Company, that hoary and venerable corporation whose initials "H. B. C." were sometimes said to mean "Here Before Christ."

The seventeenth century was a period of intense activity for those daring spirits who were keen upon exploring and opening up new lands of trade and commerce. The French and the English were equally zealous. On May 2nd, 1670, the Hudson's Bay Company was brought into existence, its full name being "The Governor and Company of Gentlemen Adventurers of England trading into Hudson's Bay." Its charter was issued by Charles II. and it may be of interest to quote some of its provisions. Charles II. "being desirous to promote all endeavors tending to the public good of our people and to encourage this undertaking" granted to his "dear and entirely beloved cousin Prince Rupert" and his associates "and their successors the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be that lie within the entrance of the straits commonly called Hudson's straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, rivers, creeks and sounds aforesaid, that are not already actually possessed by or granted to any of our subjects, or possessed by the subjects of any other Christian Prince or State . . . . . and that the land be from henceforth reckoned and reputed as one of our plantations or colonies in America called Rupert's Land."

As far back as 1610-11 Hudson had made a voyage to Hudson's Bay giving England a title by virtue of discovery. Other voyages were those of Button in 1612-13, Bylot and Baffin in 1616, Foxe in 1631, and James in 1631-2. In 1668 Gillam erected Fort St. Charles (Rupert) on Prince Rupert and his associates. Fort Nelson was founded in 1682 by the Hudson's Bay Company, and at the same time Radisson, representing the French Compagnie du Nord, established Fort Bourbon in the vicinity. In the spring following Radisson seized Fort Nelson, but in 1684, having registered the service of the Hudson's Bay Company, he retook it for the English.

It was about this time that Du Lhut, the founder of Fort William, appeared upon the scene. The Sieure Daniel Graysolon Du Lhut, was born at St. Germaine-en-Laye in France about 1640. He first served in the French Army, becoming a Lieutenant in 1667, and a gendarme of the King's Guards in 1674. He also took part in the campaign in Flanders, and was present at the battle of Senef in 1674. During that year he came to Canada, whether he had been preceded by several members of his family, amongst them his cousins, the Tontys. At first he settled in Montreal, but in 1678 he left for the West, accompanied by his brother, Le Tourette, and six soldiers. In 1679 he took possession of the Sioux country in the name of the King of France, and it was shortly after this that he established his main trading post at Fort William, that is about 243 years ago. This Fort he named Camanistigoyae.

Directed there no doubt by the Indians, we can imagine Du Lhut eager to land after his perilous voyage around the north shore of Lake Superior, slowly entering the mouth of the river. The scene which met his eyes then was far different from that which we gaze upon today. The shores were wooded down to the very margin of the water. No giant elevators, no monster vessels, no busy town greeted his eyes. The silence of the unbroken forest brooded over all. Mount McKay looked down on him as it now looks down on us, a mighty sentinel that seemed to guard the secrets of the West. A beautiful river opened up before him, its gentle water lapping the sides of his canoe, but whence it came he knew not, perhaps from

that wonderful Western Sea of which he had heard Pulling his canoe up on shore he made ready to camp His men cleared an open space lit a fire and prepared their evening meal The Indian guides were eagerly questioned as to what lay beyond and told wonderful stories of rivers lakes and seas Indian tribes and rich hunting grounds At last tired with the labor of the day they sank to sleep little dreaming perhaps that they had that day written one more interesting chapter in the history of Canada The next day they commenced the erection of a rude fort or post No doubt they explored the surrounding country and we can imagine them finding their way to the top of Mount McKay and there looking over the sparkling waters of Thunder Bay being touched by some intimation of what the future held in store for this spot the same feeling that inspired the poet Whittier when writing of his own great American Northwest, he said

I hear the tread of pioneers,
Of nations yet to be
The first low wash of waves where soon
Shall roll a human sea

The rudiments of empire here
Are plastic yet and warm
The chaos of a mighty world
Is rounding into form

Each rude and jostling fragment soon
Its fitting place shall find
The raw material of a state,
Its muscle and its mind

Du Lhut was not an ordinary man Being a member of the Kings Body Guards he was of noble birth In Montreal as can be imagined his social position as a noble gave him certain advantages But he was of the breed which is not satisfied with the calm of city life The lure of the west was irresistible and he conceived the idea of opening up the trade of the Northwest and diverting the fur trade from Hudsons Bay and from the Hudsons Bay Company The Hudsons Bay Company had been vigorously operating in the north and was at trading trade from the southern and western routes This trade was immensely valuable and engaged the attention of Governments as well as companies and individuals The business of fur trading afforded an outlet for men who could not content themselves with peaceful pursuits at home

Du Lhut had a brother Charles de Sloure de la Tourette and this brother at Du Lhuts instance built a post in 1678 at the entrance to Lake Nepigon then called Lake Alemepigon Six years later he built Fort La Tourette at the mouth of the Ombabika at the north end of Lake Nepigon and the following year 1685 he built a third trading post Fort des Francais near the forks of the Kaministiquia and Albany Rivers These forts proved to be successful ventures and drew much trade away from the Hudsons Bay Company

Du Lhuts main trading post however was at Fort William at the mouth of the Kaministiquia River and from this base he explored the western country He was the first Canadian to explore the west, and it was his privilege to save Father Hennepin from captivity when this famous Recollect missionary having been separated from La Salle's expedition was wandering about in the wilderness near St Antoine On account of his interpidity Du Lhut had great influence over the savages who he mixed and feared him He kept them loyal to France and pledged them to join the expeditions which were organized against the Iroquois in 1684 and 1687 In 1686 he laid the foundation of the post of Detroit, and in 1698 having been made a captain after twenty years of service was in command of Fort Frontenac now Kingston Here in 1707 he was succeeded by Tonty. His cousin He died three years later in 1710 in Montreal and was buried in the Church of the Recollects

Du Lhut was one of the most dauntless pioneer rangers (coureurs de bois) in Canada during the French regime For thirty years he succeeded in keeping the country to the west of the Great Lakes under French control Notwithstanding that he had every chance of becoming wealthy he died poor His superiors testified to his having been a very upright man Du Lhut wrote accounts of his travels (1678-1678) but unfortunately they

have been lost However there is a plan in existence that he designed for a chain of posts to be erected for the purpose of keeping the lake route clear of savages and thus facilitating communication between Canada and the western and southern parts of the continent (1683-85) This plan was afterwards published In the library at Congress at Washington may also be found extracts from his account of Detroit.

Although the City of Duluth at the extreme southwest end of Lake Superior has been named after this hardy pioneer that honor would seem to have been better deserved by either Fort William or Detroit However the time for that is past but if the City at Fort William ever undertakes the task—as it no doubt will some day —of raising monuments to those of her sons and daughters who are worthy of that recognition let not Du Lhut be forgotten To him belongs the honor of having with far-sighted vision chosen as a trading centre the spot where now the commerce of the east meets that of the west and the citizens of that city will have no cause to blush at either the courage or honor of the man who turned the first sod within its limits, and who may truly be said to be its founder

Du Lhut's trading post however did not last long but in 1688 Jacques de Noyon ascended the Kaministiquia River on a search for the western sea He paddled up the Kaministiquia and its connecting waterways to Rainy Lake and in the diary which he left he describes how after going ten leagues up the river he came to the first portage the spot we now know as Kakabeka Falls We do not know what feelings were as he gazed on this beautiful waterfall the first white man so far as we know to view them but no doubt he appreciated their beauty as it has been appreciated year after year by visitors as well as by the residents of this district He continued up Dog River passed through Dog Lake continued on through Lac des Mille Lacs down the Seine River and finally came to Rainy Lake and there he built a temporary post and wintered Thus 225 years ago the river Kaministiquia was opened up to trade and commerce with the Northwest It is hard to realize that this took place in the year that James II was driven from his throne by the English revolution, giving way to his daughter Mary and his son-in-law William who henceforth reigned as William and Mary and that the great King Louis XIV was then King of France

De Noyon's discoveries led the French Government to become interested and in 1717 one Robertel de la Noue was sent out to rebuild the trading post at the mouth of the Kaministiquia River The Kaministiquia was first known as the river of the Assiniboines and then as Trois Rivieres no doubt from the fact that the two islands at its mouth separate its waters into three parts as they enter Lake Superior Rainy Lake was then known as the Lake of the Crists or Cristinoux Lake The Fort built by De Noyon was at the western end of this lake or on the banks of the Tekamamouen or Ouchichig River (Rainy River) The only known account of De Noyon's journey through Rainy River is contained in a memoir by the Intendant Begon dated 12th November 1761 and from this we learn that the spring following the founding of this fort the explorer with a party of Indians descended Rainy River to the Lake of the Woods Begon's description leaves no doubt as to the identity of the stream About two leagues after entering the river he says "there is a fall where a small portage is required, and there are also two other small falls where portages also require to be made and then we come to Lac aux Iles otherwise called Assiniboiles" The first fall mentioned is that which breaks the stream between Fort Frances and International Falls the other two are Manitou Rapids and the Long Sault. At the end of the Lake of the Woods according to Indian report, there was a river emptying into the "Western Sea" The Mer de l'Ouest or Western Sea had been the goal of French exploration from Canada almost from the founding of the colony As the tide of discovery rolled westward the elusive Western Sea receded before it Obviously the great body of water which the Indians described to de Noyon and which Begon calls the Western Sea was what we know today

as Lake Winnipeg At a later date this Western Sea was sought far to the west and southwest across the great plains and over the Rocky Mountains and it remained for Alexander Mackenzie to finally prove what a vast continental bay between the St Lawrence and the true Western Sea

No further attempts at western discovery appear to have been made until the year 1731 when Pierre Gaultier de la Verendrye began the long series of explorations in which he was to devote the remainder of his life He set out from Montreal on June 8th of that year with his three sons Jean Baptiste Pierre and Francois his nephew La Jemeraye and a party of soldiers and voyageurs about 50 in all They reached the western end of Lake Superior towards the end of August. Unlike De Noyon and Le Noue La Verendrye had decided to follow a new route to the west by way of Pigeon River what was later known as the Grand Portage route Because of trouble with his men he sent his nephew ahead with a small party while he with the remainder wintered at the Kaministiquia. La Jemeraye got through to Rainy Lake and built a post which he named Fort St Pierre in honor of the leader of the expedition on Rainy River near the place where it leaves the lake of the same name The Fort stood on what is now known at Pither's Point On June 8th 1732 La Verendrye with his men set out fm Fort St Pierre taking over a month to traverse the intricate chain of small streams and lakes with their numerous portages connecting Lake Superior and Rainy Lake After a short rest at the Fort the entire party escorted by 50 canoes of Indians descended Rainy River to the Lake of the Woods crossed the lake to what was for many years later known as the North West Angle inlet and built Fort St Charles on its southern side This was the first trading establishment in fact the first habitation of white men ever built on the shores of the Lake of the Woods We need not enter into any further details of La Verendrye's travels although they form a fascinating story Suffice it to say that on June 8th 1736 La Verendrye's oldest son and 19 Frenchmen set out for Fort Michilimackinac to get provisions for the famished members of the expedition But on an island some 21 miles away the whole party was murdered by a band of Sioux who had been led to believe that the French favored their traditional enemies the Crees The island situate in the Lake of the Woods has ever since borne the sinister name of Massacre Island Some years ago the authorities of St Boniface College organized an expedition to discover the exact site of Fort St Charles and after much searching found it together with the bones of young La Verendrye and his companions Father Aulneau The remains were removed to the College and a pamphlet describing the work of the expedition was published which is well worth perusing

The route to the west by way of Grand Portage has been mentioned Four main canoe routes were recognized between Lake Superior and Lake Winnipeg three of which led through Rainy Lake Rainy River and the Lake of the Woods and these three were in more general use during the period of exploration and the fur trade The route first discovered was that by way of the Kaministiquia River After 1717 that route was abandoned in favor of that by way of Grand Portage until the former was rediscovered by Roderick Mackenzie of the North West Company in 1798 The first mention of the Grand Portage route is contained in a letter by an officer named Pachot who referring to a proposed trading establishment would be by a small river named the Nautukaogans (or Nautokeugaue) which is about seven leagues from Kaministiquya The small river referred to was that now known as the Pigeon River and the route was the afterwards famous Grand Portage route La Jemeraye nephew of La Verendrye was the first white man to paddle from Lake Superior to Rainy Lake by way of Grand Portage La Verendrye does not say in his journals why he adopted this route but probably he had learned from the Indians that it possessed some advantages over the Kaministiquia In any event he and his men used it altogether during the many years that he was en

gaged in exploring the great western country the same route was followed by other French explorers and traders down to the close of the period of French rule in Canada and it was adopted by the British fur traders as their principal thoroughfare until difficulties in connection with the international boundary drove the officers of the North West Company to search for other routes more to the north

The history of the re-opening of the Kaministiquia route originally discovered by De Noyon is somewhat curious Towards the end of the eighteenth century it having been found that Grand Portage up to this time the principal establishment of the North West Company was on American territory a determined effort was made to discover another route farther north Edouard Umfreville was sent to explore the country west of Lake Nepigon in 1784 and actually found a practicable route which will be referred to presently In 1798 however Roderick Mackenzie returning to Grand Portage from the west accidentally learned from a party of Indians of a water communication running from Lake La Croix to the mouth of the Kaministiquia He followed it to Lake Superior and as a result the North West Company moved its establishment from Grand Portage to the mouth of Kaministiquia where Fort William (the old Fort Camanistigoya) was rebuilt sometime between 1801-5 Up to the time of Mackenzie's discovery or rediscovery of the Kaministiquia route it seems to have been unknown to the North West Company

The third route from Lake Superior to Rainy Lake or Rainy River was by way of the St Louis river It is not known definitely when this route was first discovered or used but in an unpublished memorandum by David Thompson for many years astronomer and surveyor of the North West Company and later astronomer and surveyor under the sixth and seventh articles of the treaty of Ghent he indicates that the route by way of the St Louis river Vermilion river and Lake Namakan was a thorough fare of the fur traders before 1783

These three routes by way of the Kaministiquia, Grand Portage and the St Louis River, led to Rainy Lake and the Lake of the Woods The fourth route was farther to the north and did not touch Rainy Lake or the Lake of the Woods It ran from Lake Superior up the Nepigon River to the lake of the same name then westward by various rivers and lakes to English river and down that stream to the Winnipeg river It was discovered by Umfreville in 1784 and although a practicable route was never much used by the fur traders

Here let me pause for a moment to call attention to the wonderful daring and ingenuity of the men who travelled thousands of miles in birch bark canoes and over long and hard portages They thought nothing apparently of leaving their homes for months and even years to make these journeys We who travel today in palatial steam vessels beautiful parlor cars and comfortable automobiles would well hesitate at making even a single voyage involving the hardships which travelling at that time did It may be of interest to give some description of the canoes used in those days, and how they navigated the intricate water courses Peter Grant of the North West Company in his account of the Saulteaux Indians and the fur trade in the Lake of the Woods region gives the following description He says

The North West Company's canoes manned with five men carry about 3 000 lbs They seldom draw more than 18 inches of water and go generally at the rate of 6 miles an hour in calm weather When arrived at a portage the bowman instantly jumps in the water to prevent the canoe from touching the bottom while the others tie their effigie to the packages in the canoe and swing them on their backs to carry over the portage The bowman and steersman carry their canoes a duty from which the middlemen are exempt The whole is conducted with astonishing expedition a necessary consequence of the enthusiasm which always attends their long and perilous voyages

It is pleasing to see them when the weather is calm and serene paddling in their canoes singing in chorus their simple melodious strains

and keeping exact time with their paddles, which effectually beguiles their labors. When they arrive at a rapid, the guide or foreman's business is to explore the waters previous to their running down with their canoes, and according to the height of water they either lighten the canoe and carry overland or run down the whole load.

It would be astonishing to an European observer to witness the dexterity with which they manage their canoes in those dangerous rapids carrying them down like lightning on the surface of the water. The bowman, supported by the steersman, dexterously avoids the stones and shoals which might touch the canoe and dash it to pieces, to the almost certain destruction of all on board. It often baffles their skill when the water is very high to avoid plunging in, leaning swells on the very brink of the most tremendous precipices; yet these bold adventurers rather run this risk for the sake of expedition than lose a few hours by transporting the cargo overland.

When they are obliged to stem the current in strong rapids they haul up the canoe with a line all hands pulling along shore and sometimes wading through the water up to their middle, except one man, who remains in the stern of the canoe in order to keep it in the proper channel. This part of their duty is always accompanied with much labor. When the wind favors, they always carry sail and in a fresh gale will generally go 8 or 9 miles an hour.

John Johnston in his "Account of Lake Superior" describes the method of "making a portage." He says:

"Carrying the canoes, goods and provisions (across a portage) is done by means of leather straps or thongs the middle of which is broad and filled in the forehead of the carrier. The first bale or piece is tied so as to lie a little above the reins, the second is lifted over the head and deposited, without tying, on the first, and thus loaded the engages as they are called trot off to the place chosen for a deposit, which they call a Rose and which in large portages are from 2 to 3 miles apart. This they repeat till the whole is transported. They then set off for the canoe which they carry on their shoulders. They so go on till night, only stopping once for their meal, and once or twice for lighting their pipes. The packs are from 80 to 120 lbs. weight and he is not looked upon as a man who cannot carry two. There are many who even take three and on run their fellows. This is the mode of carrying all over the Northwest."

Reference has been made to the fact that the Grand Portage route was abandoned by the North West Fur Company when it was found that Grand Portage had become American territory. The story of how the international boundary between Canada and the United States between here and the Lake of the Woods was fixed, may be of some interest. On November 30th 1782 Richard Oswald on the part of Great Britain and John Adams, Benjamin Franklin, John Jay and Henry Laurens on behalf of the United States signed at Paris the provisional treaty of peace between the United States and Great Britain. It acknowledged the independence of the United States. Article II provided:

That (in order that) all disputes which might arise in future on the subject of the boundaries of the said United States may be prevented, it is hereby agreed and declared that the following are and shall be their boundaries, viz. from the north west angle of Nova Scotia, thence through Lake Superior northward of the Isles Royale and Phillipeaux to the Long Lake, thence through the middle of the said Long Lake to the water communication between it and the Lake of the Woods to the said Lake of the Woods, thence through the said Lake of the Woods to the most northwestern point thereof, and from thence on a due west course to the River Mississippi.

On September 3rd 1783 David Hartley on the part of Great Britain and Adams, Franklin and Jay on the part of the United States signed at Paris the definite treaty of peace. This treaty is commonly known as the Treaty of Paris.

Owing to the maps and other information available at the time of the drawing of the treaty being erroneous in many particulars this treaty instead of preventing disputes was exceedingly fruitful of them and several times brought the two nations to the verge of war. The result was that practically the whole boundary line was at various times the subject of treaties with the United States and invariably Canada got the worst of it.

On December 24th 1814 Great Britain and the United States signed at Ghent the treaty that closed the war of 1812. The treaty provided for a determination of the boundary from the water communication between Lake Huron and Lake Superior to the most northwestern point of the Lake of the Woods. In 1822 surveyors were instructed to ascertain the position of "Long Lake" or if no lake of that name could be found to determine the chain of waters supposed to be referred to under that name. In October 1824 it seemed likely that Pigeon River and Rainy River would be adopted as the boundary line as no Long Lake had been found but the British Commissioner ordered surveys of the route by way of the St. Louis river and the United States Commissioner ordered the exploration of the Kamanistiquia River.

The Commissioners were unable to reach an agreement as to the line from Isle Royale to the Lake of the Woods. Barclay the British Commissioner claimed that the line should run from Isle Royale southwesterly to the head of the lake thence by way of the St. Louis and Vermilion Rivers to the Grand Portage canoe route, and thence by the latter to the Lake of the Woods. Porter the United States Commissioner, contended that the line should follow the Kamanistiquia canoe route to its junction with the Grand Portage route and thence by the latter to the Lake of the Woods.

The treaty of 1783 defined the boundary as before mentioned as passing "northward of the Isles Royale and Phittipeaux to the Long Lake thence through the middle of said Long Lake to the water communication between it and the Lake of the Woods etc." Barclay therefore contended:

(1) That the St. Louis River answered the description of Long Lake as it contained a lake expansion at its mouth.

(2) That it was an ancient commercial route whilst the others were comparatively new.

(3) That the St. Louis river was more navigable than the others.

(4) That on many old maps it was described as "The lake or St. Louis river."

(5) That the boundary spoken of in the treaty was through Lake Superior and it was a fair deduction that it should run through to the end as otherwise it would not run through Lake Superior.

Porter the United States Commissioner claimed:

(1) That Dog Lake was "Long Lake."

(2) That it could never have been intended that the boundary as described in the treaty should form a great arc simply to take in an unimportant island such as Isle Royale but that it had intended to run the boundary line straight to the mouth of the Kamanistiquia river.

(3) That the Kamanistiquia provided continuous water communication which was not the case with the other routes.

The matter continued unsettled until July 1842 when Lord Ashburton wrote to Daniel Webster then Secretary of State for the United States proposing that the line be taken from a point about six miles south of Pigeon River where the Grand Portage commences, and continued along the line of said portage to Raley Lake the route to remain common to both parties. On the 27th of the same month Webster replied that he was willing to agree on a line following the Pigeon River or Grand Portage route to Rainy Lake it being understood that all the water communications and portages should be free and open to the use of the subjects and citizens of both countries. Ashburton accepted these terms and they were incorporated in a treaty, and the matter was thus finally settled.

Almost all the trouble involved in definitely fixing this portion of the international boundary line arose by

reason of errors on the map used in the drawing up of the treaty. This map known as Mitchell's map showed a large stream emptying from Rainy Lake into Lake Superior and the negotiators naturally chose this stream as the most natural and convenient to form the boundary. But for this geographical error the boundary line would most certainly have been drawn to the head of Lake Superior then up the St. Louis River to its source and thence due west to the Mississippi River. As the treaty was actually drawn, it provided an impossible boundary line if Pigeon River was intended as the line could not be carried through the Lake of the Woods and due west to the Mississippi River. The Mississippi River on Mitchell's map appeared as having its source far to the north when as a matter of fact its source is due south of the Lake of the Woods.

The inclusion of Philipeaux Island in the boundary description also caused much confusion. On Mitchell's map Isle Royale was either indicated twice once under its own name and again under the name of Isle Philipeaux or else Isle Royale was indicated under its own name and Phelps Island was indicated as Isle Philipeaux. There was a similar duplication of Michipicoten Island which appeared as Ile Maurepas and again as Foulchartrein Island.

Respecting the "Long Lake" shown on Mitchell's map, there can be no doubt of its identity with the present Pigeon River. The large stream shown as flowing out of Rainy Lake was in reality Pigeon River—a comparatively small stream which as we now know does not flow out of Rainy Lake.

It is interesting though probably unprofitable to speculate as to what the consequences would have been had either the St. Louis River or the Kaministiquia been chosen as the boundary. In the latter case we would have had the United States right at our doors. Mt. McKay and the Mission Terminals would have been to the State of Minnesota and the building of our Canadian railways in all British territory to the west would have been a much more complicated operation than it actually proved to be. On the other hand had the boundary line followed the St. Louis river Canada would have been the possessor of the famous and immensely wealthy iron ore deposits of the Mesabi range. In either case the history of this locality would have been entirely different. Mr. Mitchell, whoever he was, by preparing a map of a locality with which he was not familiar lost to Canada one of the richest mineral sections in America and helped to build up the City of Duluth in United States territory at our expense.

Reference has been made to the North West Company and a word as to the company may not be out of place. Whilst the Hudson's Bay Company was composed mostly of English merchants many fine men living in England the North West Company was composed of men living in Montreal principally Scotchmen as is indicated by the numerous Macs mentioned in connection with its affairs. They were active competitors of the Hudson's Bay Company and it can well be imagined that with men of the type of those employed by the rival companies, competition would soon develop into active warfare. It is not my purpose to go into the history of this warfare. It is an interesting story and Fort William figured many times in its bitter fight. Suffice to make a long story short Lord Selkirk having acquired a controlling interest in the Hudson's Bay Company attempted to found a colony where the present City of Winnipeg stands. His failure was about as complete as it could be and yet it is not too much to say that out of his efforts and struggles in present Northwest—so far as its agricultural potentialities are concerned had its beginning through him. His struggle with the North West Company is well known. Defeated at last he sailed home to die and the two companies were amalgamated and the Hudson's Bay post was immediately moved from Fond de Mauroo to Fort William. Fond de Meuron which lies just above the west limit of Fort William was so called after Col. de Meuron the leader of a Swiss regiment, brought out by Lord Selkirk which wintered at that spot. The change to Fort William took place in 1821 and thus 102 years ago Fort William again became the headquarters

ot the great fur trade ot the west

It was about 1805 that the Fort at the mouth of the Kaministiquia river was rebuilt and named Fort William in honor of the Hon William MacGillivray who died in 1825 It remained but a Fort however until the early seventies In 1869 the Hudson s Bay Company was compelled after long and strenuous negotiations to sell out to the Canadian Government the whole of this great North West territory which it had governed for almost 200 years It had on the whole governed well but the time had come for a change and the pressure could no longer be resisted Thereafter the Canadian Pacific Railway was projected and built and the very modern history of the District commenced

There are many other interesting events which had I the time could be detailed The founding of the Indian Mission at Fort William in 1848 the landing of Lord Wolseleys expedition at Prince Arthurs Landing (now Fort Arthur) and its toilsome and perilous trip up the Dawson Road and the Kaministiquia River to Fort Garry the building of the Dawson Road the surveying and building of the Canadian Pacific Railway the commencement of the great Canadian National railway system which was really initiated by the building of the old Port Arthur Duluth and Western Railway the great fight between Ontario and Manitoba to determine whether we should form part of Manitoba or part of Ontario all these have their interest to one who is desirous of learning the history of the past and of understanding the present but they are recent events well known to you all

I have merely skimmed the surface of the history of this District. There is a wealth of material which can be drawn upon and some day no doubt some writer of ability able to clothe the story in living words will prepare a history recording those events a story which will rival any of Parkmans works These few fragments of history arouse most interesting speculations This territory was once French Wrested by England from France a large part of it narrowly escaped becoming American territory Had it remained French or had it become American the history of Canada and the history of each and every one of us would have been entirely different Had not Mitchells map been defective our territory in all likelihood would have extended to the St Lords River which separates Minnesota and Wisconsin and the City of Duluth would have been on Canadian soil But even as it is we have a wonderful land Providence has wisely ordained that no part of its earth shall lack some human being who loves to call it his country The Esquimault in the north the negro in the heart of Africa the South Sea Islander on his little island cling to their native land believing that it is the favored land above all others But looking out over the troubled world of today we know that we have that favored land in Canada and we can deeply appreciate the feeling of the poet when he says

There is a land of every land the pride
Beloved by Heaven o er all the world beside
Where brighter suns dispense serener light
And milder moons imparadise the night
A land of beauty virtue valor truth
Time tetored age and love exalted youth
Oh thou will find where er thy foot steps roam
That land thy country and that spot thy home

Pioneers of Paipoonge

Written by Mr J M Hunt for the use of his daughter Mrs Hanna who read it at the Women's Institute

As far as I have been able to gather the first pioneer in Paipoonge was Mr Fsanoch who built a very comfortable log house on Lot 8 Concession 2 in 1883 This house was burned by a grass fire In 1883 a man whose name I have been unable to ascertain was located for lots 7 8 and 9 concession 3 south of the river lot 7 was at one time occupied by Fred Smith a son in law of Mrs Alex Crawford and at present is occupied by Mr Grantz Lots 8 and 9 are now owned by Campbell Hanna The first locates once undertook to find his location and brought an axe and grubber and shover and began operations just west of what was known as the Smith bridge over the Slate River between concessions 2 and 3 and a few rods south of the road allowance Realising the futility of working on land which might col ns his he returned to Fort William leaving his tools he hired him These were found about 1887 by James Simpson the locatee of lots 16 and 17 concession 3 William Brock bought the rights to this property in 1887

In May 1887 our family settled on what is at present my home In the fall of 1887 the late James McGregor and Fred Gammond filed on their locations on Concession 5 In 1886 the late Henry Parsons located on what is now the Pettit and Bliss farms and James McGregor and Fred Gammond moved their families out to their locations In 1887 John McLure and his son Angus built and resided on Lot 11 concession 6 where Mr McLure lived for many years During the first summer my father's family resided on his location there was not a resident in what is now known as the Slate River settlement the only outside news was the arrival of my father on Saturday night having walked from the Beaver range 9 miles distance after working six full days and a quarter of a day overtime in the evenings for four evenings a week Bears were fairly numerous prairie chickens were plentiful wolves were then unknown but arrived from the north about 1889 from where they followed the red deer which kept company with the moose for their mutual protection For some years there were no roads and neighbors could meet only by travelling through the burned over logs and jump from one to the other across the sloughs

I have heard my father tell of a visit of Mr Margach Crewn tands agent accompanied by the late Alex ander Crawford in 1886 another visitor was W S Piper who located lot 10 Concession 1 Mr Kirby, an English Church minister at West Fort William arrived and stayed to dinner and such a dinner The baker's bread was all gone and my father insisted he would not tose two days to go tor bread and Mamie my oldest sister and he set sponge but something went wrong and the bread was the heaviest and had the hardest crust ever produced in the Slate River Settlement' It is only fair to say that Mamie was only ten years past and not posted on bread making A few days later they went to Fort William for supplies with Buck and Bright and a two wheeled cart. The road then crossed Newton's creek just west of the Slate River and crossed the Slate River on the south end of Concession 3 thence along the blind line and sometimes in Concession 4 about Lot 7 it made an 8% curve to the north going around the foot of two mountains and finally arriving at Point De Meuron bridge After crossing this we came to the Point De Meuron farm house, then occupied by the late Alexander Macdonald and his wife who recently died in Fort William These people were a blessing to the very early pioneers as a rest for a man and beast with a lunch and a cup of tea tor which many pioneers in Slate River were thankful

In 1888 the late James Tanlin was sent to make trails for the settlers by the Neebing council from the State River west to Oakleys north to J. M. Hunts and south by way of John McLaren and James McGregors toward Fred Gammonds. When I recall how the settlers without roads had put their teams through what was at most bottomless sloughs and the perseverance displayed by almost all of the pioneers and then look at the road now or which the settler can reach Fort William in 30 or 40 minutes in perfect comfort I am amazed and delighted. Those faithful pioneers are deserving of at least kindly remembrance. There are many who ought to be mentioned but must be left for some future occasion. I must not close though without mentioning a few of those who paved the way for the Stave River of today, chief of whom is the late Ephriam Oakley and his family. John McGugan and the late George King. Later came Thos. Miller senior and his family from Bruce County and the late Robert Hall and Dan McGregor while further south and very much isolated Francis Zimmerman with a young family stayed with the job under very severe handicaps. I cannot place each and every settler according to date of settling etc. and possibly have missed some who ought to have been mentioned.

The winters of 1892 and 93 had very heavy snowfalls a team crossed in safety the Kam River at the lower railway on May 1st with two thousand feet of lumber. The weather then turned warm and kept warm. the snow melted very fast the water in the Kam river came up so quickly that the ice was lifted out without rotting. This formed a jumb of thousands of tons of ice against the Point De Meuron bridge. James McGregor started for town arriving at the bridge about 9 a.m. The bridge was lifted off all but the end piers and was bellied away down stream at the middle. It was impossible to cross. Mr. McGregor sat on the bank alone and witnessed a panorama which excels anything seen in the movies.

Alexander Lord Russell

By H K Wicksteed

Among the most useful and least advertised of Canadian Pioneers and the Land Surveyors of the last generation and one of the most notable of them was the late A L Russell who died in Ottawa on June 11th 1922

Mr Russell fell naturally into the profession being a son of the late Andrew Russell who was some 50 years in the service of the Government and latterly as Assistant Commissioner of Crown Lands Naturally he was much in contact with the earlier surveyors and he strove to raise their standards of work and with such success that he was credited by them as being the father of astronomical surveying in Canada

Lindsay Russell nephew of Andrew was a distinguished successor who had a great deal to do with the mapping of the Ottawa Valley and delimitation of timber limits etc In the 60's he ran several exploratory lines north and west from Thunder Bay and was associated with Sandford Dawson in the exploration and construction of the unpublished route from Lake Superior to Fort Garry which was the forerunner of the Canadian Pacific Railway Later in the 70's he conducted the trigonometrical survey over the prairie provinces to determine the principal meridians which governed the detached subdivision surveys and he afterwards became Surveyor General and still later Deputy Minister of Interior

The subject of our sketch was born at Kingston in Nov 1842 at which time it was the seat of government He was educated at the high school in Quebec and early entered the Civil Service As a consequence of the Trent affair and the difficulty with the United States the Civil Service Rifle Corps was formed in 1861 and young Russell joined it at 19 and immediately distinguished himself as a rifle shot winning several first prizes in 1866 during the Fenian Raid he was continuously on duty and passed 2nd class board of officers A year later in 1867 he joined the Toronto Garrison Artillery and passed through the School of Gunnery and 1st class board of officers

In 1869 he published a handbook of rifle shooting which was accepted as an authority in the art. In 1870 he accompanied Col Wolseley to Fort Garry on the historic Red River military expedition and afterwards read an interesting paper on it before the Thunder Bay Historical Society The expedition was unique as to transportation and commissariat arrangements and the Colonel was so impressed with the work of the Canadian Voyageurs that he incorporated a number of them in his subsequent expedition up the Nile in the futile effort to relieve Gordon in Khartoum Later he accompanied Governor Archibald from Thunder Bay to Fort Frances on his way to Fort Garry as the first Governor of Manitoba Archibald's canoe crew was commanded by the famous Iroquois guide Ignace Meoleur whom the writer also knew well and Russell mentions him appreciatively in his paper A year or so later he was assistant leveller on one of the survey parties for the Canadian Pacific Railway under John Fleming and was one of those who rediscovered the forgotten Lake Nipigon Incidentally he became intimate with some of the pioneer residents of this north country Sir Henry de la Roode and Mr Crawford of the H B Co to the Nipigon country John Watt, a well known half breed voyageur Tobiatan a Christian Indian of high character who had so perfect a sense of direction that he was credited with having a transit theodolite in his head The Railway surveys of this date were very unsuccessful and unfortunate owing to the absolute inexperience of the engineers in charge in this class of work and several men were lost in bush fires while the results were quite misleading

On April 16th 1873 he qualified as a Land Surveyor in Ontario and in the same year he was appointed one of two Canadian Surveyors as aide to the Royal Engineers in marking the boundary line the 49th parallel of latitude from the Lake of the Woods westerly and later he assisted his cousin Lindsay in the accurate triangulation survey for the determination of the principal meridians and base lines and it was at this period that he acquired that taste for precise work which was a hobby with him for the rest of his life His work on these surveys was highly commended and mentioned in the reports of the Royal Engineers

In 1876 he married to St Johns Cathedral Winnipeg Aurora Caroline daughter of Henry Codd a gentleman farmer of Ottawa Trilog of his incessant absence from home he shortly afterwards moved to Port Arthur where he had some property and started a general surveying business in partnership with the writer He was a citizen of Port Arthur up to within two years of his death and besides subdividing a great deal of the present city he surveyed a number of mining claims Indian Reserves rights of way for the Canadian Pacific and Canadian Northern Railways etc etc

He was for a time a town councillor also school trustee He was the originator of the Current River Park and water power development and an enthusiastic worker in every scheme for the welfare of the city and district

His military instincts still showed and in 1889 he was appointed pay master of the 96th Algoma Rifles from which he retired subsequently with the rank of captain At this period he showed again his wonderful skill with the rifle making the possible 7 consecutive bulls eyes at 200 yards and winning the all comers military rifle match in 1912 he was elected captain of the Lake Superior Imperial Veterans inspected and favorably commented on by the Duke of Connaught In 1914 he joined the home guards and was placed in charge of Dominion registration of Thunder Bay and Rainy River districts

In 1920 at the age of 78 years he won the Civil Service Rifle cup in Ottawa with the record score of 9 consecutive bulls eyes

Russell still persisted in survey work and in 1919 he was commissioned by the Ontario Government to make a detailed survey of Lakes Shebandowan and Greenwater in the northwest of Port Arthur Misfortune came upon him and Mrs Russell went through a very serious illness which nearly ended fatally He moved her on the advice of friends to Ottawa, intending to complete the draughting work in connection with this survey there A few months before his death he met with a very serious street car accident from which he never recovered completely and he died as above recorded in his 80th year Mrs Russell survived him by only two weeks As executor for the little estate it fell to the writers lot to complete the mapping of his last survey and he begs here to testify to the great courtesy shown him by the director of surveys and his staff

Mr Russell is survived by three sisters—Mrs J B Simpson of Ottawa, Mrs Osborn Lambly of Belleville and Mrs Roy of Boyo Altryn Pennsylvania Only one son was born to him early in his married life who died in infancy

A L Russell was a professional man to his finger tips He had a great love for and belief in this country and his chosen city of Port Arthur and while he could with his record during the latter years of the 19th century and his many influential Ottawa friends have undoubtedly secured and filled a good position in the Civil Service he steadfastly set his face against the change He saw the great future development which was coming and believed he could profit by it

Like many professional men he was an artist to temperament and he had a surpassing contempt and hatred for modern business methods and the trickery and chicanery so often involved and he was extremely outspoken in his denunciation of them As a consequence he made many personal enemies Although of Scotch descent he was absolutely devoid of thrift and his association with Royal Engineers and military men probably contributed to this characteristic In

private life he was delightful hospitable generous and possessed of a great fund of anecdote and considerable humour as a raconteur His private generalities were carried to a least and were not always discriminating or wise No farmer associate or veteran ever applied to Russell for help in vain and many of his $5 bills were spent on whiskey by the recipient instead of on the sick wife or child which was the ostensible excuse for the appeal

Port Arthur showed gratitude for his public service the papers published long complimentary articles and the secretaries of different clubs and organizations to which he belonged wrote letters of appreciation and sympathy It is to be hoped that a city of 15 000 or more amongst whom he lived and worked for 40 years will eventually do something more than this and that in connection with the historic monuments to be erected one of which will be placed by Fort Arthur some more enduring memorial will commemorate his unselfish work as a pioneer The present generation has been so busy making money out of Canada's resources that they have given little thought to those of former generations who made the resources accessible and available In all Canada, for instance I think there is no memorial to the Verendryes Talbot and son who opened up a trade route from Lake Superior to the Saskatchewan and from the Red River to the Rocky Mountains nor to Thompson who carried the work on through the mountains to the Western ocean Both died in neglect and poverty and the passengers who ride today in luxury over the route they initiated have most of them never heard of Verendrye and of Thompson only because a river bears his name The very spirit which tempts a man into the wilderness and bids him prepare the way for the coming and scheming generations which follow and carry on his work is a very selfish spirit if not less effectually appears to cut him off from the sympathy and fellowship of his kind Russell was of this class He had vision without what is called today business capacity With all respect for some of the great names of the day he was perhaps better without

Russell inherited a fine constitution and while not a particularly strong man he was a good traveller and a fair woodsman His physical specialty was his wonderful eyesight which made him not only famous as a rifle shot but also an exceptionally good instrument man He seldom or never used a magnifying glass for vernier readings and his favorite instrument was a tiny transit theodolite which could be carried in his overcoat pocket By repeating and reversing he did work with this little instrument such as I have never seen excelled with much larger instruments and without he was quick as well as precise in testing one of his work he was wont to use a sheet of foolscap and a miniature protractor and scale with 80 or 100 divisions to an inch Precision and instrumental work was a hobby with him and with a better mathematical education he would have made an exceptionally good observer His love for instruments and precision was an obsession and in our association I sometimes used to be obliged to call him down for devoting too much time to purely academic studies when more important issues were at stake But his caution in his work did not extend to his care of himself and while I do not remember that he ever had a serious accident he suffered much hardship and privation which a little forethought would have prevented I well remember one night when we travelled the length of Thunder Bay together with a dog train and arrived at Fort Arthur in the morning in record time to the great astonishment of the mail carrier who had been held up by open water the day before The ice we travelled on could not have been more than an inch or two in thickness but on this occasion at any rate our recklessness was successful if not good policy

Russell died painlessly in his bed He was a good and kind man Requiescat in Pace

For the Ontario Government Mr Russell made the following surveys

Flying survey of waters West and South of Twps near Whitefish Lake—March 1886

Part Twp Commee—May 1886

Lakes between Arrow Lake and Agnes Lake on Hunter's Island—Dec 1887

Certain lands North of Twps Wore Gorham and MacGregor—June 1915

Traverse shore of Lower Sheban dowan—Sept 1917

Traverse shore of Upper Sheban dowan—June, 1919

For the Dominion Government Mr Russell made the following surveys

1827—South outlines Twps 11-5 6 7 and 8-Pr., North outlines Twp 8 1 Pr Twps 7 1 and 2 Pr

1873—Outlines and subdivisions

1874 Outlines and traverse part Lake of Woods

1875 76—Outline work

1877—Parts of 2nd meridian and 3rd meridian and outline work

1878—Outline work West of 2nd meridian

1879—Outline work and exploring Carot River district.

1880—Outline work West of 2nd meridian

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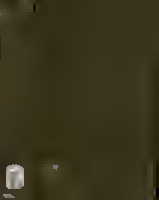

The Theosophy Trust
Educational Society
Printed Annual Report
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The Thunder Bay Historical Society

Fifteenth Annual Report

Chamber Log Historical Society

ACTIVITY FORM

Name: Jonathan Wright
Date: 10/15/2023
Activity: Chamber Log Historical Society Meeting
Location: Chamber Log Historical Society Headquarters
Duration: 2 hours
Purpose: To discuss upcoming events and initiatives for the society

Attendees:
1. Jonathan Wright
2. Sarah Johnson
3. Michael Thompson
4. Emily Davis
5. David Wilson

Agenda:
1. Review of previous meeting minutes
2. Discussion of upcoming events
3. Planning for fundraising initiatives
4. Recruitment of new members
5. Any other business

Minutes:
The meeting was called to order at 10:00 AM by Jonathan Wright. The minutes of the previous meeting were reviewed and approved. The group discussed upcoming events, including a historical reenactment and a fundraising gala. Sarah Johnson volunteered to organize the gala. The group also discussed strategies for recruiting new members, including social media campaigns and outreach to local schools. The meeting was adjourned at 12:00 PM.

Action Items:
1. Sarah Johnson to organize fundraising gala
2. Emily Davis to create social media campaigns for recruitment
3. Michael Thompson to reach out to local schools for outreach

Next Meeting:
Date: 11/15/2023
Time: 10:00 AM
Location: Chamber Log Historical Society Headquarters

Dr. Alexander Hartmann
Department of Computational Physics
Institute for Theoretical Studies
Heidelberg, Germany

Received: 14 March 2019
Revised: 22 July 2019
Accepted: 5 August 2019
Published: 30 September 2019

Abstract. We present a comprehensive study of the two-dimensional Ising model on square lattices with periodic boundary conditions, using high-precision Monte Carlo simulations combined with finite-size scaling analysis. Our results yield the critical temperature T_c and the critical exponents ν and β with unprecedented accuracy. We discuss the implications of our findings for the universality class of the model and compare with exact results where available.

Keywords: Ising model, Monte Carlo simulation, finite-size scaling, critical phenomena, universality

1. Introduction

The two-dimensional Ising model is one of the most studied models in statistical physics. Despite its simplicity, it exhibits a rich phase structure and serves as a paradigm for understanding phase transitions and critical phenomena. Onsager's exact solution [1] of the model on the square lattice in zero field was a landmark achievement, but many questions remain open, particularly regarding corrections to scaling and the behavior of observables away from criticality.

In this work we revisit the model using modern Monte Carlo techniques and large-scale simulations. Our goal is to obtain estimates of the critical parameters with errors small enough to distinguish between competing theoretical predictions. We also investigate the dependence of our results on the choice of boundary conditions and the presence of weak disorder.

The remainder of this paper is organized as follows. In Section 2 we define the model and the observables we measure. Section 3 describes the simulation algorithm and the finite-size scaling analysis. Our results are presented in Section 4, and Section 5 contains a discussion and conclusions.

2. Model and Observables

The Hamiltonian of the Ising model is given by

$$H = -J \sum_{\langle i,j \rangle} s_i s_j - h \sum_i s_i ,$$

where $s_i = \pm 1$ are spin variables on the sites of a square lattice, $\langle i,j \rangle$ denotes nearest-neighbor pairs, $J > 0$ is the ferromagnetic coupling, and h is an external field. We set $J = 1$ throughout and work mostly at $h = 0$.

The observables we measure include the energy per spin $e = E/N$, the magnetization per spin $m = |\sum_i s_i|/N$, the specific heat $C = \beta^2 N (\langle e^2 \rangle - \langle e \rangle^2)$, and the susceptibility $\chi = \beta N (\langle m^2 \rangle - \langle m \rangle^2)$, with $\beta = 1/T$ and $N = L^2$ the number of spins.

3. Simulation and Finite-Size Scaling

We use a combination of single-spin-flip Metropolis updates and cluster updates to overcome critical slowing down. For each lattice size L we perform several independent runs and discard the first part of each run as thermalization. Statistical errors are estimated by binning analysis.

Near the critical point, finite-size scaling predicts that observables behave as

$$m(T, L) = L^{-\beta/\nu} \tilde{m}\left((T - T_c) L^{1/\nu} \right) ,$$

where $\tilde{m}$ is a universal scaling function. We locate T_c and the exponents by fitting data for several L to this form, using the data collapse method.

4. Results

Our best estimate for the critical temperature is $T_c = 2.269185(3)$, in agreement with the exact value $2/\ln(1+\sqrt{2}) \approx 2.269185$. The exponent ν is found to be $1.000(2)$ and $\beta = 0.125(1)$, consistent with the exact values $\nu = 1$ and $\beta = 1/8$.

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